

# Latitude 38

VOLUME 222, DECEMBER 1995

WE GO WHERE THE WIND BLOWS



BULK RATE  
U.S. POSTAGE  
**PAID**  
ROBECK'S  
Mailing Serv., Inc.



# HAPPY HOLIDAYS FROM THE CREW @ GRAND MARINA.



From the staff at Grand Marina a *Happy Holiday* to you. We make sure our customers have a peaceful holiday by keeping a constant watch on your investment. Give your boat and yourself the gift of *Peace of Mind*. Our professional staff takes care of you as well as homeporting your boat. So if you need to find a Santa Clause or have any other questions stop by or give us a **jingle**.

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( 5 1 0 ) 8 6 5 - 1 2 0 0

*Here's a CHRISTMAS GIFT FOR YOU:*

*Free Month or Free Haul-out  
with six-month lease (select sized berths)*



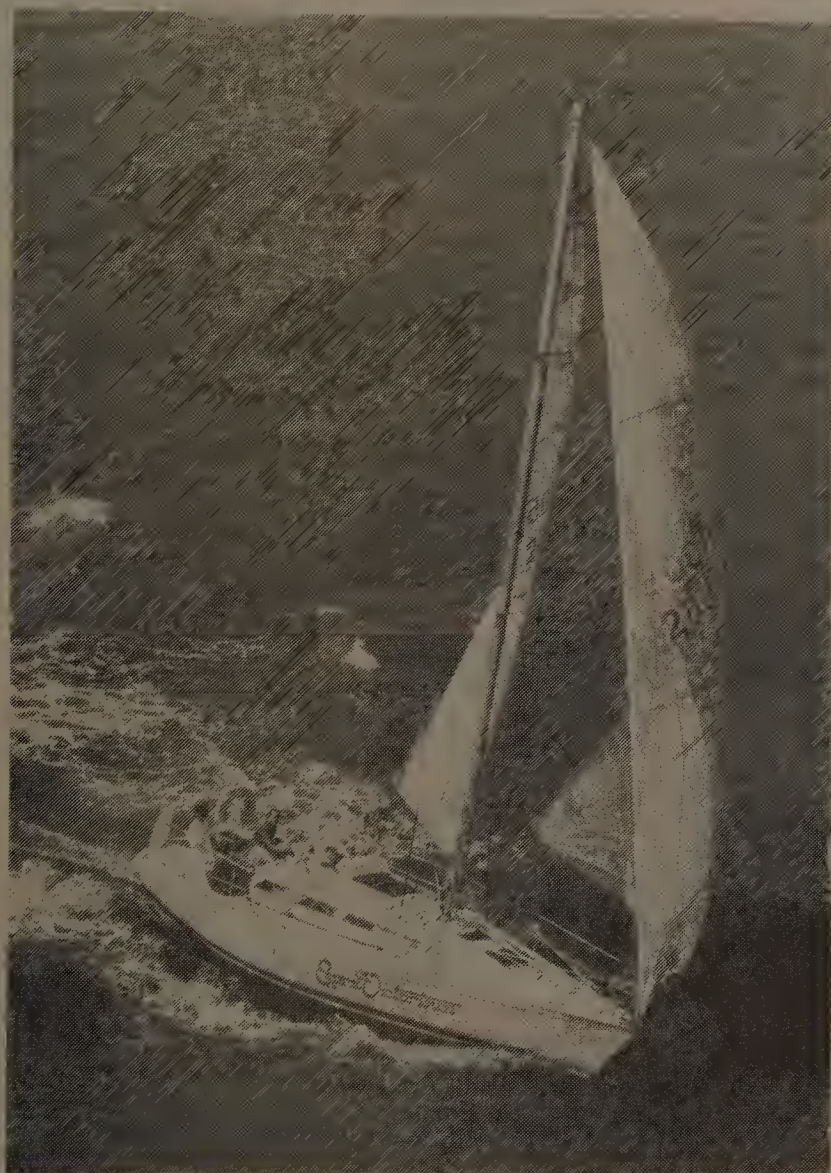
**GRAND  
MARINA**

GENTRY-ANDERSON

*Leasing Office Open Daily*  
2099 Grand Street  
Alameda, CA 94501



# Barque de Triomphe



*\*Esprit Victorieux*

"Beaucoup" congratulations to Joseph Melino and the crew of *Esprit Victorieux*, winner of the 1995 season in YRA's handicap division K.

*Esprit Victorieux*, a Beneteau 305, placed first in the first race, first in the last race, and no worse than third throughout the year. The 1995 season offered a full range of racing conditions and Joe's inventory of Pineapple sails, from a Kevlar main and .75 oz. spinnaker built in 1992, a .5 oz. spinnaker built in 1989 and #3 jib built in 1990 to a Kevlar 130% genoa ordered at the beginning of this year, gave him the boat speed "necessaire" to stay ahead of his competition.

Every one of Joe's Pineapple Sails is designed and built in the "spirit of victory." And that translated to a first place finish for the year!

We'll be serving holiday refreshments from 1:00 to 4:00 on Friday, 12/22.  
And we will be closed 12/23/95 through 1/1/96.

DEALER FOR: **Musto** Foul Weather Gear & **Headfoil 2**

Sails in need of repair may be dropped off at:  
West Marine Products in Oakland or Stockton  
Svendsen's in Alameda & Seabird Sailing Center in Berkeley  
Or Bay Riggers in Sausalito



## PINEAPPLE SAILS

**Phone (510) 444-4321**

**Fax (510) 444-0302**

**123 SECOND STREET, OAKLAND, CALIFORNIA 94607**

\*Powered by Pineapples



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Includes *everything* . . . text book, log book, and a minimum of 40 hours of instruction on 30-31 foot sloops. Graduates are certified to skipper up to a 32 foot sailboat by the prestigious American Sailing Association. *Lessons can be taken anytime during 1996 - weekends or weekdays!*

## SAVE HUNDREDS!

Comparable programs are selling for \$1,000 or more. Right now you can have it for *only* \$625.

## Bonus For The First 50 Certificates

Coupon good for \$250 off any club membership. Call us today and we'll make the arrangements over the phone.

*Tired of paying monthly dues  
and nothing to show for it?*

## GET WHAT YOU PAY FOR!

Get full credit of your monthly dues  
towards a charter!

If your annual membership dues are coming  
up for renewal, take some time to compare!

**WANTED - 3 people to take delivery of a New Beneteau in December and have their monthly boat payments fully covered until 1998. Guaranteed!**



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SAILING  
CONNECTION**

**510-236-8999  
800-586-7245**

1220 Brickyard Cove Rd., Pt. Richmond, CA 94801

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COVER PHOTO: *Latitude 38/Rob  
Deck the Bay with Bows of Jolly (sailors)!*

Graphic Design: Coileen  
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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



## BEST BROKERAGE BUYS

### SAIL

27'	CASCADE, 1981 .....	\$19,500
27'	SUN YACHT, diesel, wheel .....	11,000
27'	ISLAND PACKET, 1988 .....	55,000
30'	FARALLON great cruiser, 1976 .....	32,500
30'	CATALINA, radar, loaded, 1979 .....	21,000
31'	ISLAND PACKET, 1986 .....	69,000
33'	APHRODITE 101, Danish, 1979 .....	25,500
34'	HUNTER, 1983 .....	45,000
35'	HUNTER 35.5, 1991 .....	74,990
35'	ISLAND PACKET, 1989 .....	123,000
38'	ISLAND PACKET, 1989 .....	139,500
41'	MORGAN O/I KETCH, 1978 .....	74,500
41'	C&C, 1984 .....	99,500
42'	CATALINA, 1991 .....	124,900
45'	HANS CHRISTIAN KETCH, 1976 .....	150,000
52'	ALDEN SCHOONER, restored .....	85,000

### BENETEAU BROKERAGE

30'	BENETEAU 305 .....	\$35,900
35'	BENETEAU FIRST 35s5, 1993 .....	82,000
42'	BENETEAU FIRST 42, 1985 .....	99,000
43'	BENETEAU OCEANIS 430, 1990 .....	139,000
45'	BENETEAU FIRST 45f5, 1991 .....	offers

Boats listed in bold are located in Richmond.

## SELLERS:

We have sold these seven boats in the last 28 days!

Ericson 32  
Island Packet 35  
Beneteau 305  
Island Packet 38  
Beneteau 35  
Mariner 32  
Olson 911

## We Attract Buyers!

Many of our clients visit us to view our new boats. This traffic also generates used boat sales.

## We Need Your Listing to Sell Your Boat!



BENETEAU FIRST 42. Frers classic. Outstanding reputation as ocean going racer/cruiser. \$99,000

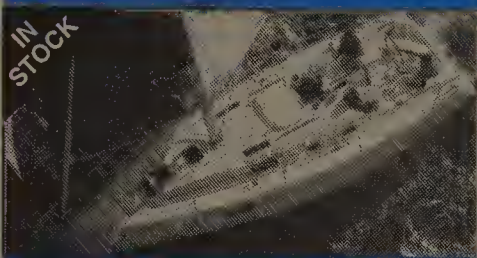
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INC.

Dealer For: Beneteau • Isl. Packet • Sabre  
1230 Brickyard Cove Rd.  
Point Richmond, CA 94801  
(510) 236-2633  
Fax (510) 234-0118

## The Sea Accepts No Compromise - Should You?

### BENETEAU

IN STOCK



**OCEANIS 321**

December Delivery

### BENETEAU

AT OUR DOCKS



**OCEANIS 351**

February '96 Delivery

### BENETEAU

IN STOCK

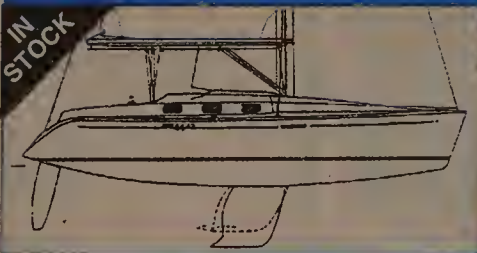


**OCEANIS 400**

December Delivery

### BENETEAU

IN STOCK



**FIRST 367**

December Delivery

### ISLAND PACKET

JUST ARRIVED



**IP 29**

March '96 Delivery

### ISLAND PACKET

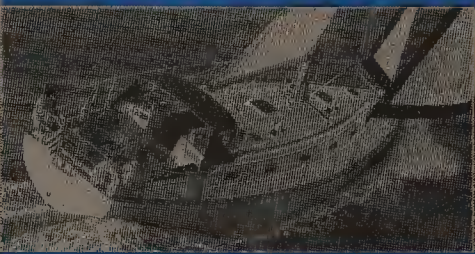
AT OUR DOCKS



**IP 37**

March '96 Delivery

### ISLAND PACKET



**IP 40**

February '96 Delivery

### ISLAND PACKET

NEW



**IP 45**

February '96 Delivery

## WANTED — 3 PEOPLE

to take delivery of a new  
**BENETEAU in December**  
and have their monthly boat payments  
fully covered until 1998  
**GUARANTEED!**



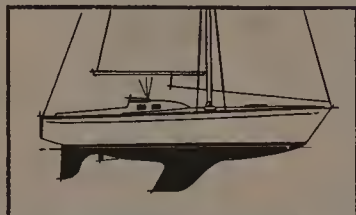
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For a Great Deal!**



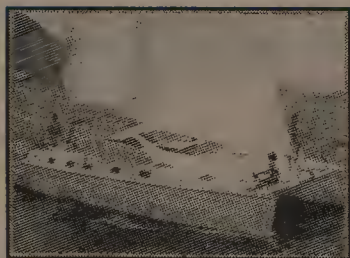
**28' PEARSON ..... 19,000**  
Great family Bay cruiser.



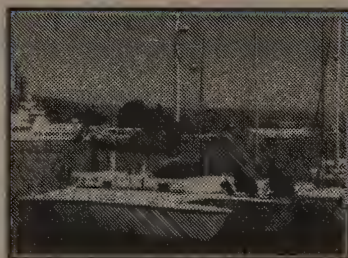
**34' COLUMBIA .... 19,500**  
Large interior, cruise anywhere.

23' HUNTER 23.5 w/ trlr .... \$13,950	28' ERICSON, 28+ ..... \$18,900
24' WINDWARD ..... \$5,000	28' PEARSON ..... \$19,000
25' C&C, '74 ..... \$9,500	29' CAL ..... \$15,900
25' LANCER, '76, trailer ..... \$3,950	29' ERICSON ..... 2 from \$12,900
25' BAHAMA ..... \$8,500	30' HUNTER, '76, diesel .... \$16,900
26' CHEOY LEE, '71, diesel . \$15,000	30' ODYSSEY, '75, diesel ... \$19,900
26' TARTAN, diesel ..... \$14,500	30' PEARSON ..... \$19,900
27' CAL, '77, new diesel .... \$12,000	34' CAL MK II ..... \$29,500
27' CATALINA, '82 ..... \$13,500	34' COLUMBIA MK II ..... \$19,500
27' ERICSON ..... 2 from \$12,900	35' CHEOY LEE, wood ..... \$25,000
27' O'DAY, '88, diesel ..... \$16,900	35' CHEOY LEE LION ..... \$27,500

## MULTIHULLS



**39' Privilege, Prestige ... 254,500**  
Owner's version (only one) LOADED!



**40' Brown Tri...60,000**  
At our dock, very clean.

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39' PRIVILEGE ..... \$224,900	44' FONTAINE PAJOT ... \$199,000
39' FONTAINE PAJOT ... \$149,500	47' LAGOON ..... \$330,000
39' FONTAINE PAJOT ... \$164,500	50' PROUT ..... \$349,000

Dealers for *Prout* Catamarans

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Current issue = \$5.00 • With classy ad placed = \$3.00

Back Issues = \$7.00 (must indicate *exact* issue by month or vol. #)

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- ☐ Please send me further information for distribution outside California.

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# Latitude 38

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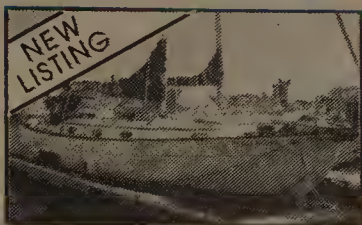
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*Please address all correspondence by department name.*





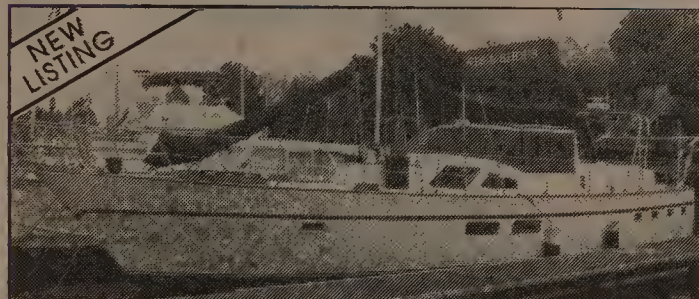
**34' NASSAU** ..... 59,500  
Traditional cruising boat.



**35' CHRIS CARIB.** ... 33,500  
Center cockpit, live/cruise.



**36' CATALINA** ..... 49,900  
Two boat owner, make offer!



**50' MARINER PILOTHOUSE MOTORSAILOR**  
Over the last 18 months most everything on this solid cruiser has been replaced or rebuilt. Nothing has been left untouched and she has everything you need to do a circumnavigation. Just add your T-shirts & swim suits & you're off. Call for info. Asking \$249,000.



**34' ALOHA** ..... 58,900  
Well appointed bluewater cruiser.



**34' ERICSON T** ..... 39,900  
Epoxy bottom, well rigged.

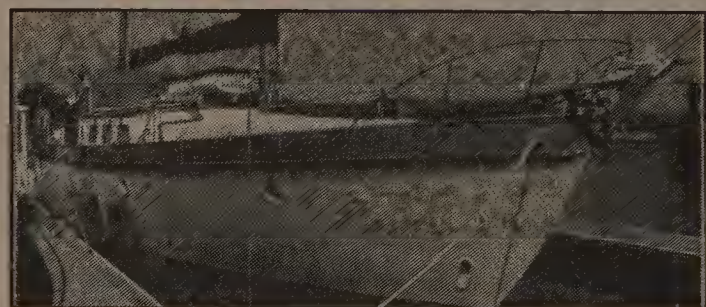


**36' PEARSON 365** .... 49,500  
One of the nicest ones we've seen!



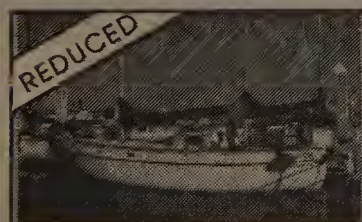
#### 44' HARDIN

It's not too late to head South for the winter and this boat has the gear for the trip. Pack your bags and sunscreen, come take a look and then head for the lower latitudes. Now asking \$125,000.



#### 57' STEEL MOTORSAILER

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**38' KAISER KETCH** .. 44,900  
Droastic reduction — Make offer!!!



**41' PERRY** ..... 69,500  
Double cabin bluewater cruiser.

#### Additional Quality Listings

23' HUNTER 23.5, '93 w/ trlr..	\$13,950	35' CHEOY LEE LION .....	\$25,000
25' C&C .....	\$9,500	35' CHEOY LEE LION, glass .....	\$27,950
26' TARTAN .....	\$14,500	35' HINCKLEY, 57 .....	\$55,000
27' ERICSON .....	\$12,900	35' CHRIS CRAFT .....	\$33,500
27' O'DAY .....	\$16,900	36' CATALINA .....	\$49,900
27' CATALINA, '82 .....	\$13,500	36' PEARSON 365 .....	\$49,500
27' CATALINA, '85 .....	\$16,900	37' PROUT SNOWGOOSE, '86 .....	\$128,000
27' ERICSON, '78 .....	\$15,800	38' KAISER, '72 .....	\$44,900
28' PEARSON '79 .....	\$19,000	38' WEST INDIES .....	\$79,900
28' ERICSON, 28+, '81 .....	\$18,900	40' BROWN TRI, '76 .....	\$60,000
29' ERICSON .....	from \$12,900	40' CHEOY LEE MIDSHPMAN .....	\$75,000
30' ODYSSEY .....	\$19,900	40' ENDEAVOUR, '82 .....	\$89,500
30' HUNTER .....	\$16,900	41' PERRY, '80 .....	\$69,500
30' CS .....	\$39,950	44' HARDIN .....	\$125,000
30' PEARSON .....	\$19,950	45' JEANNEAU, '85 .....	\$119,000
34' NASSAU .....	\$59,950	47' CELERE .....	NEW \$399,500
34' ERICSON T .....	\$39,900	50' COLUMBIA .....	2 from \$109,900
34' ALOHA, '83 .....	\$58,900	50' BOC RACER .....	Make offer
34' CAL, '75 .....	\$29,000	50' CHEOY LEE, '66 .....	\$98,000
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**40' ENDEAVOR** ..... 89,500  
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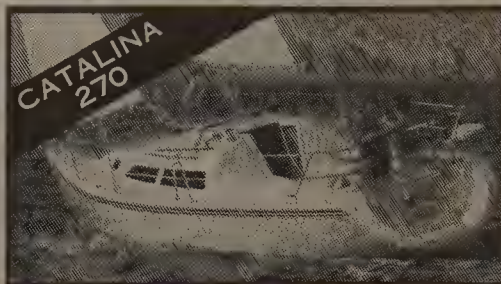




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1995 CLEARANCE

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CATALINA 270

In Stock



CATALINA 250

1995 CLEARANCE

# Catalina Yachts

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- 23' O'Day ..... Call for details
- 25' Catalina, swing keel ..... \$8,500
- 25' Ericson, '80 .. Reduced to \$14,500
- 26' Ranger, '74 .... Reduced to \$7,995
- 26' Pearson, '73 ..... \$6,000
- 27' Gulf, '84 ..... \$17,500
- 29' Cal, '74 ..... Reduced to \$14,900
- 30' Catalina ..... 2 from \$29,900
- 35' Santana, '79 ..... \$36,900

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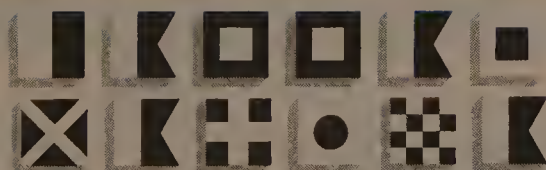
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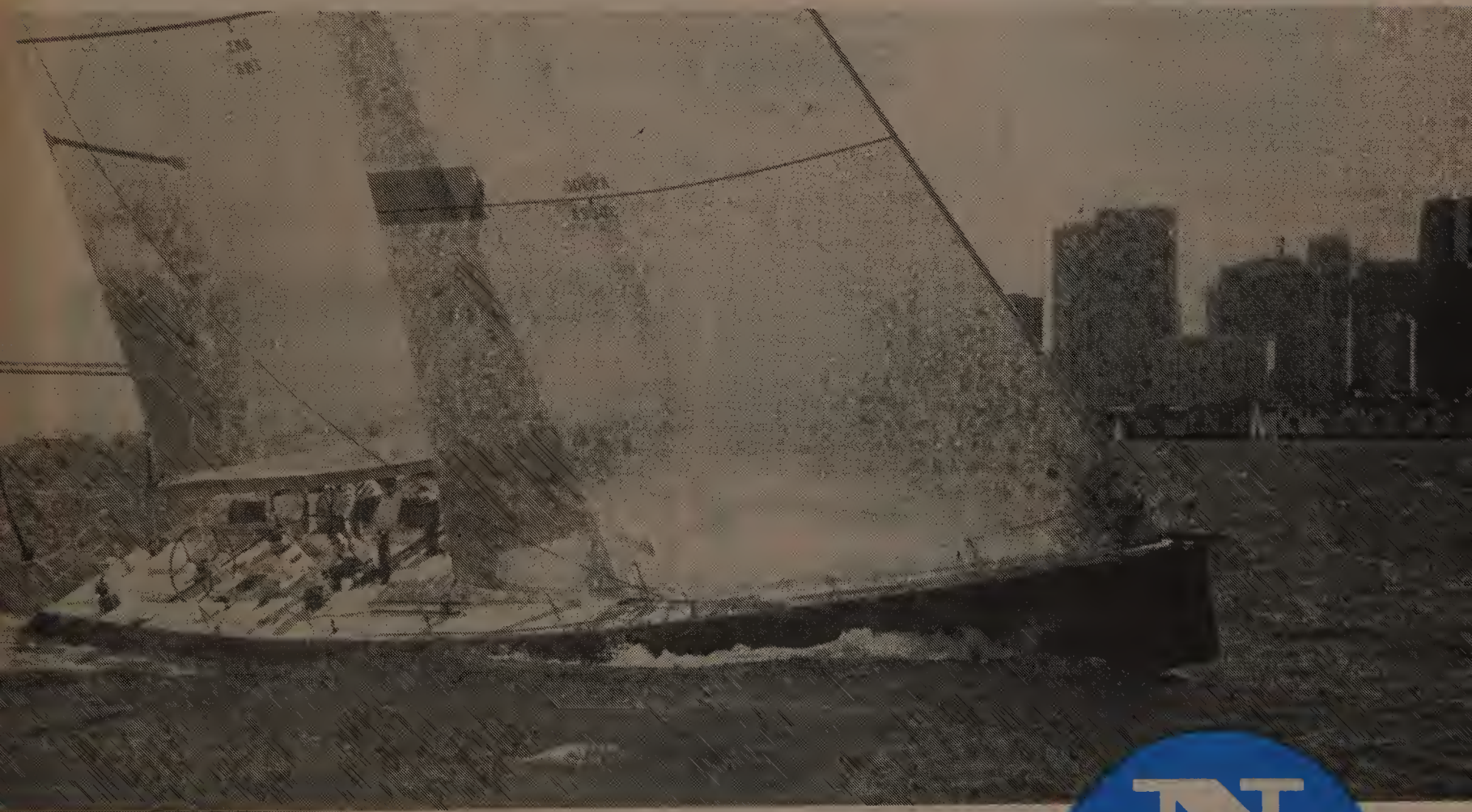
# Thanks.....

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*— Tim Parsons & Jeff Madrigali, North Sails San Francisco*



*'Exile', Winner, Big Boat Series 1995*

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*Happy Holidays  
from All of Us at Fortman Marina*

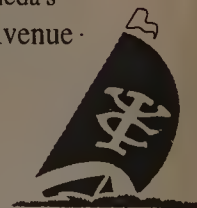
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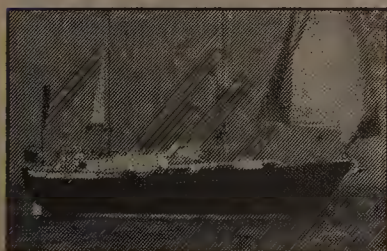
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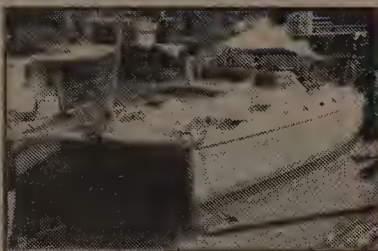
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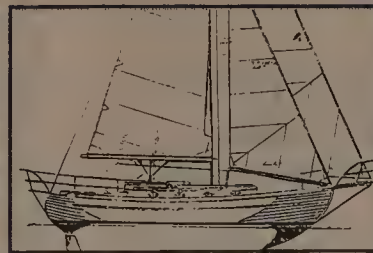
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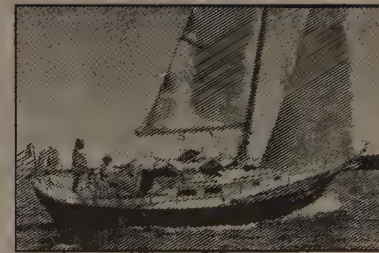
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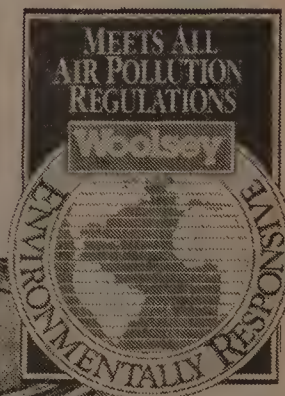
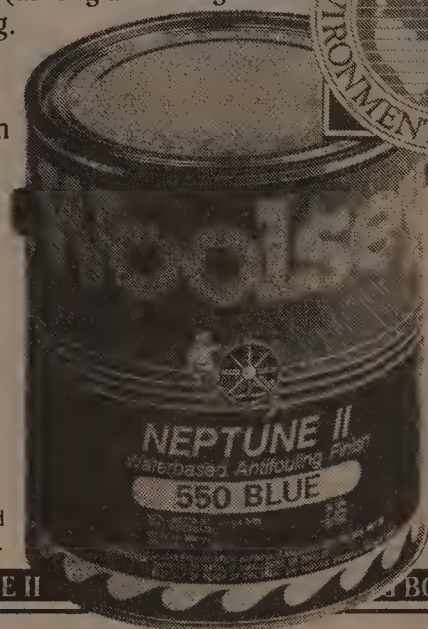
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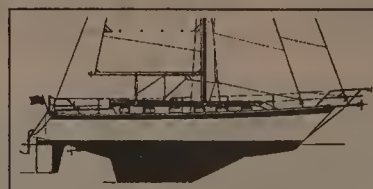
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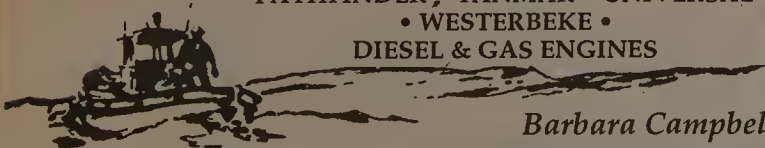
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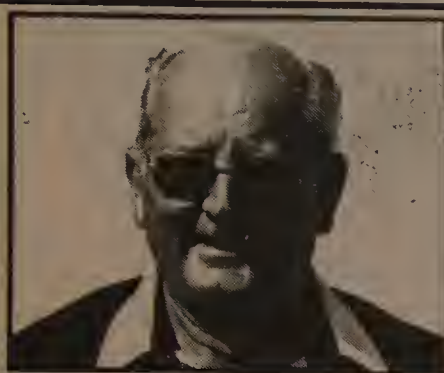
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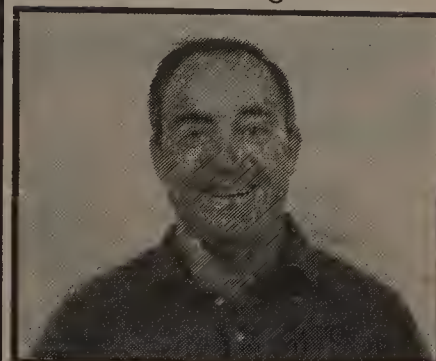
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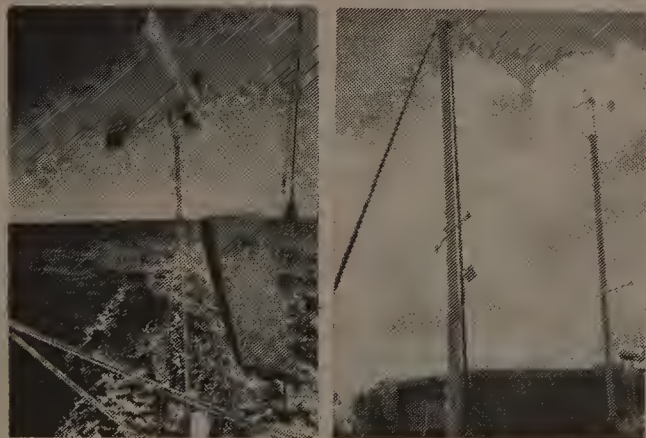
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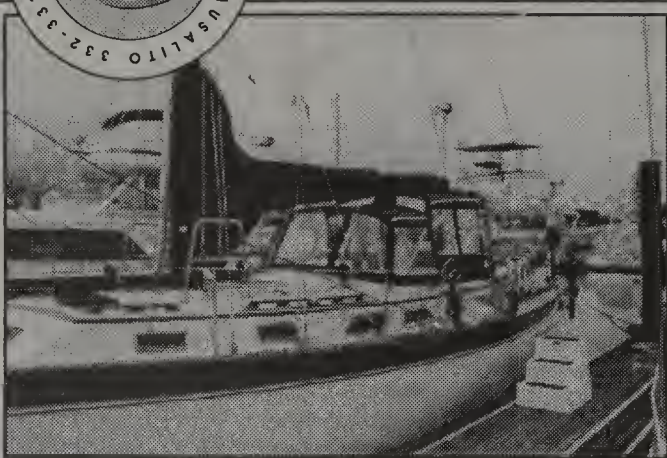
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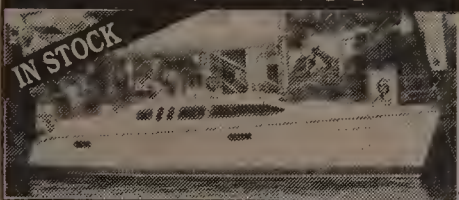
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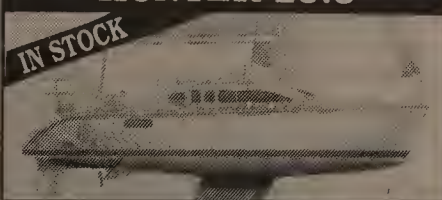
The 376 comes standard with an extensive equipment list, a true 'yacht' boasting 6'6" headroom, huge icebox, incredible value. The new Hunter's Child 48 ... born from Warren Luhr's 'Thursday's Child', 'Hunter's Child' and BOC Challenger 'Route 66', she is undoubtedly... "The future of offshore sailing."

## HUNTER LEGEND 40.5



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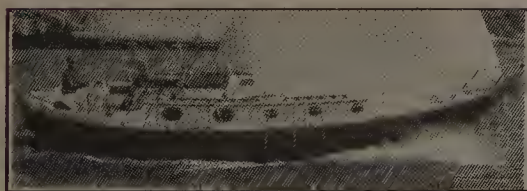
## HUNTER 29.5



Huge interior with large cockpit.

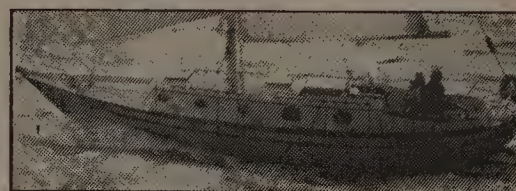
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Crealock 37

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26'7"	TOLLYCRAFT '68 .....	15,500
25'	DONZI R-25 '88 .....	22,800
21.8'	CHRIS CRAFT CONCEPT '92 .....	19,900
19'6"	FOUR WINNS Cuddy Cabin '92 ...	14,900

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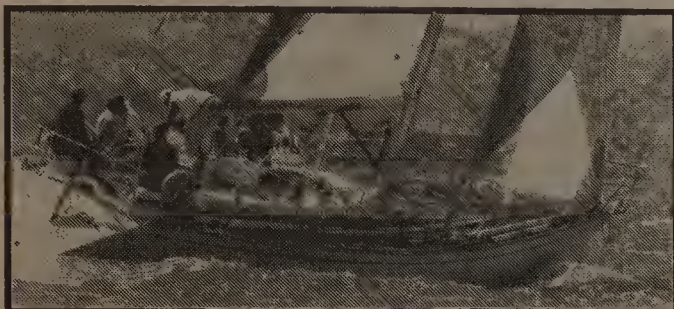
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**SWAN 51 HARLOT (1985):** One of the last of this model built. In gorgeous condition. Full inventory of racing sails, new '94. 4 cabin interior, radar, refrigeration, furling jib, inverter, and windlass. **LONG BEACH. \$375,000.**



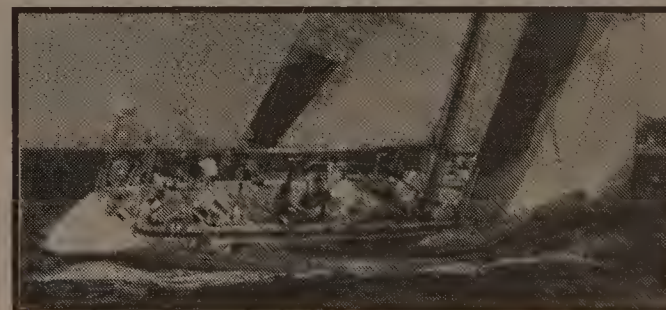
**SWAN 46 TUNDRA (1985):** Pure fast cruising with shallow Scheel keel, aft entrance to owner's cabin, all new '94 electronics, dodgers, watermaker. Owner bought a Swan 53, must sell. **AT OUR DOCKS IN NEWPORT BEACH. \$395,000.**



**SWAN 47 ZEPHYR (1979):** Purchased by the current owner in 1989 and highly upgraded since then, including new topsides, watermaker, leather upholstery, B&G Hydra 330, SSB, Trimble Navgraphic, and new Perkins diesel. **SAN DIEGO. \$235,000.**



**SWAN 41 (1976):** With newly refurbished decks, recent sails and updated electronics/electrical system, this is probably the best of its kind available. Kept under cover, the topsides show like new, and the interior, with many custom upgrades, is excellent. **NEWPORT BCH. \$125,000.**



**SWAN 59 MS. BLU (1986):** Probably the cleanest, best equipped of its kind, offered by the original owner at an extremely attractive, just reduced price. All systems updated in '94-'95, the entire yacht is in impeccable condition. **SEE IN NEWPORT BEACH. \$699,000.**

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**BALTIC 42 BYDAND (1982):** Offered by the original owner, this Peterson design features many custom upgrades and is in excellent condition. The owner's cabin features a centerline double, plus there is a double V-berth forward. **\$199,000.**

**SWAN 44 URSA (1992):** Near Unused condition, with swim platform, watermaker, over \$150,000 in optional equipment. **AT OUR DOCKS IN NEWPORT BEACH. \$445,000.**

**ANDREWS/WESTERLY 53 BOBO (1990):** Featuring 10 new '94 racing sails, updated electronics, immaculate maintenance. Owner wants the boat sold immediately and is looking for offers. **AT OUR DOCKS IN NEWPORT BEACH. \$350,000.**

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December 13 ... Electronics/Communications  
January 10 ..... Safety Equipment  
February 14 ..... Sails  
March 13 ..... Rigging & Emergency Repairs  
April 10 ..... Medicine at Sea & Provisioning  
May 8 ..... Weather & Navigation/Tactics  
June 12 ..... Panel Discussion

Topics subject to rescheduling – watch the Calendar  
in *Latitude 38* for updates.



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## CALENDAR

### **Nonrace**

**Dec. 2** — Small Boat Racing Association's (SBRA) Season Awards Dinner, 7 p.m. at Richmond YC (following the first RYC midwinter race). \$15 per person. RSVP, (408) 264-7245.

**Dec. 2** — 16th Annual Delta Reflections, a lighted boat parade hosted by Marina West YC (Stockton). Tom & Nancy Lemasney, (510) 782-4555.

**Dec. 2** — Lighted Yacht Parade & Landlubbers Party on the Oakland Estuary, 4:30 p.m. Details, (510) 834-4591.

**Dec. 3** — Sail a Small Boat Day, a free 'dinghy expo' presented by SBRA at Richmond YC between 11 a.m. and 4 p.m. Bring sailing togs, a PFD and dry clothes if you want to get wet. Program repeated on March 3 — do it both days! SBRA Hotline, (408) 264-7245.

**Dec. 3** — Crew Overboard Recovery Day at Club Nautique, Alameda. Classroom discussion followed by the 'real thing'. One instructor and one swimmer per boat. Info, (510) 865-4700.

**Dec. 6** — Full moon.

**Dec. 9** — Lighted Boat Parade in the Petaluma Turning Basin, approximately 6:30 p.m. Details, (707) 778-1833.

**Dec. 9** — 7th Annual Sausalito Lighted Yacht Parade, 6:30 p.m. Awards, entertainment and 'cheer for all' immediately following the parade in the large tent near the ferry landing. Info, 331-7204.

**Dec. 9** — San Leandro Lighted Yacht Parade, 6 p.m. This year's theme is "Cartoon Christmas." Info, (800) 559-SAIL.

**Dec. 9-10** — Open Boat Weekend at Alameda's Marina Village, weather permitting. Call any broker in the complex for the lowdown.

**Dec. 10** — Hans Christian Owners Association annual holiday party. Linda Green, (510) 523-3708.

**Dec. 10, 1894** — Wreck of the Month (last in the series, we swear): The *William L. Beebe*, a 281-ton three-masted schooner, met her end while delivering a load of lumber from Port Blakely, WA, to San Francisco. After a rough 11-day passage south, the *Beebe* was crossing the San Francisco Bar in ironically smooth seas just before daybreak. Without warning, a gargantuan rogue wave crashed over their stern, carrying away their wheelhouse, rudder and mizzen-mast. With no steerage and no wind, the *Beebe* drifted sideways onto Ocean Beach, coming ashore at 7:30 a.m. Heavy surf washed over the deck, forcing the hapless crew into the rigging to await help. The surf line was filled with loose lumber by now, making rescue by lifeboats impossible. A Lyle gun was used to shoot a line to the crew, who were subsequently rescued by breeches buoy.

The schooner, however, was a total loss, and was quickly sold to A.C. Freese of San Francisco for a mere \$255. Freese stripped the boat of its masts, rigging, winches, anchor and other useable parts — which he no doubt sold at the next yacht club flea market. The *Beebe* was rapidly battered into splinters and forgotten — just another of the hundreds of ships that have come to grief in the perilous waters just outside the Golden Gate.

**Dec. 12** — Russell Coutts, winning America's Cup skipper and soon-to-be Marin County resident, will speak at the St. Francis YC's Yachtsman Lunch. Must be the guest of a member. StFYC, 563-6363.

**Dec. 13** — SSS TransPac Seminar #3: Electronics and Communications. Oakland YC; 7:30 p.m.; completely free and always informative. Ed Ruszel, (707) 745-6979.

**Dec. 14** — Oyster Point Marina Boat Decorating Contest, 7-8:30 p.m., followed by awards and libations at OPYC. Details, 726-4723.

**Dec. 14** — Corinthian YC Seminar #4: "Racing Skills I," with guest speaker Jocelyn Nash. RSVP, Kay Rudiger, 381-4758.

**Dec. 15** — Hogin Sails Annual Christmas Party, 12 to 6 p.m. Louis Martini wine tasting at 3 p.m. RSVP, (510) 523-4388.

**Dec. 16** — Seventh Annual Boat Decorating Contest at Pillar Point Harbor, 6:30 to 8:30 p.m. Party at Half Moon Bay YC afterward. For the full story, call 726-4723.

**Dec. 21** — Winter Solstice, the coolest pagan holiday.

**Dec. 27** — Northwest Winter Gathering for the '96 West Marine Pacific Cup. Past and present skippers, crew, family and friends are



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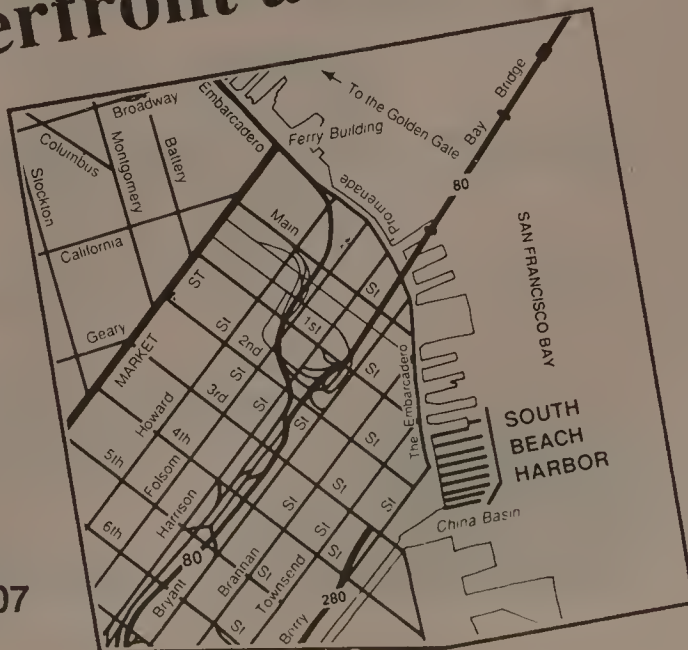
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## CALENDAR

invited. Rain (likely) or shine! Ray's Boat House (Seattle), 6 p.m. until whenever. Ned Flohr, (206) 284-6019.

**Dec. 31** — Islander 36 Annual New Year's Eve Cruise to Clipper Cove. Potluck dinner and party! Rich Princeau, (408) 985-8543.

**Jan. 1** — "1995 Year in Sailing" on ESPN, 12:30 PST.

**Jan. 7** — Nav Station Exposition, an all-day deal at the Berkeley Marina Marriott designed to get participants up to speed on the latest navigation gear and techniques. Four red-hot navigators — Bill Bewienga, Stan Honey, Peter Isler and Mark Rudiger — will lead seminars on Performance Hardware and Software, Equipment Interfacing, Electronic Plotting Tools, and Weather Data Collection and Analysis. Not free, but worth the investment if you've got the need for speed. Sailing Resources Unlimited, (415) 675-5630.

**Jan. 12** — Ocean Cruising Club dinner at San Francisco YC, 7 p.m. Past and present cruisers welcome, regardless of membership in the club (which is only open to sailors who have done an uninterrupted voyage of over 1,000 miles). RSVP, Clive King, 332-8110.

**Jan. 13** — "Sailing Tales of the South Pacific," presented by Roger and Evelyn Miles at Corinthian YC. Info, (800) 506-2319.

**Jan. 13-22** — 54th San Francisco Sports & Boat Show, the annual biggie at the Cow Palace. Info, 931-2500.

**Jan. 26** — Sobstad Sails' Annual Loft Party (Pt. Richmond), 6-9 p.m. Celebrate another successful year with Norman, Jocelyn, Dick, Seadon, Hogan and the gang. Details, (510) 234-4334.

**Jan. 27** — "An Evening With The Wizard," at Oakland YC, 7:30 p.m. Bill Lee, the godfather of fast-is-fun sailing, will hold court — but will he wear his magician's outfit? Bar opens at 5 p.m.; optional dinner (\$12) at 6 p.m. RSVP, (510) 522-6868.

### Racing

**Dec. 2** — Perry Cup racing for Mercuries out of the Monterey Peninsula YC. Dick Clark, (408) 624-6482 (work).

**Dec. 10** — Jack & Jill +1 Race. A kinky-sounding 'drag race' on the Estuary for women skippers, with one man and one woman as crew. Island YC; Joanne McFee, (510) 534-7317.

**Dec. 26** — Sydney-Hobart Race, the traditional apres-Christmas dash across the Tasman Sea. *Tres macho!*

**Jan. 1** — Master Mariners Annual Race and Chili Cook-off. Starts at StFYC at 10 a.m., ends at Corinthian YC. Peter English, 456-8355.

**Jan. 14-19** — Key West Race Week, sponsored by Yachting and Mount Gay Rum. Five days of fun and sun in Florida, with over 250 boats expected to attend. Details, (401) 849-4644.

**Jan. 27** — Three Bridge Fiasco, the annual shorthanded debacle that has become the biggest non-YRA buoy race on the Bay. To join the fun, call Shama Kota, 332-5073.



"Heard any good jokes lately?"

**Jan. 31** — First start of the San Diego to Mazatlan Race (formerly the Manzanillo Race). Hosted by the San Diego YC and the El Cid Resort, the new race is open to ULDB 70s, Cal 50s, IMS, PHRF and performance cruisers. Race officials currently expect a 30-boat fleet. San Diego YC, (619) 221-8415.

**Apr. 27-28** — Vallejo Race. Not as far away as you think — order those new sails while the winter discounts are in effect!

### Midwinter Series

**BERKELEY YC** — Chowder Races: 12/30, 1/27, 2/24, 3/30.



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## CALENDAR

Paul Kamen, (510) 540-7968.

**BERKELEY/METROPOLITAN YC** — Midwinters: 12/9-10, 1/13-14, 2/10-11. Bobbi Tosse, (510) 939-9885.

**CORINTHIAN YC** — Midwinters: 1/20-21, 2/17-18. Rob Moore, 383-8200, ext. 109.

**ENCINAL YC** — Jack Frost Series: 12/16, 1/20, 2/17, 3/16. Dan Fleming, (510) 522-4718.

**GOLDEN GATE YC** — Seaweed Soup Perpetual: 12/2, 1/6, 2/3, 3/2 (make-up if necessary). Nancy Wesley, 288-3903.

**LAKE MERRITT SC** — Edna Robinson Memorial Midwinters (dinghies only): 12/9, 1/14, 2/10, 3/10. John Hege, (510) 832-4261.

**OAKLAND YC** — Brunch Series: 1/7, 1/21, 2/4, 2/25, 3/10. April Storrs, (510) 638-3931.

**RICHMOND YC** — Small Boat Midwinters: 12/2, 1/6, 2/3, 3/2. Kim Desenberg, (510) 523-8330.

**SANTA CRUZ YC** — Midwinters: 12/16, 1/20, 2/17, 3/16. Eric Malmberg, (408) 685-3305.

**SAUSALITO CC** — Midwinters: 1/20, 2/17, 3/16. Gordon Douglas, 332-0717.

**SAUSALITO YC** — Midwinters: 12/3, 1/7, 2/4, 3/3. Mark Daniels, 331-3010.

**SAN FRANCISCO YC** — Fall Series: 12/16-17. John Scarborough, 781-8535.

**SEQUOIA YC** — Midwinter Pursuit Races: Every Sunday through April 17. Randy Hough, 365-6383.

**SOUTH BAY YRA** — Winter Series: 12/9, 1/20, 2/10, 3/16. Mike Dixon, (510) 635-5878.

**SOUTH BEACH YC** — 'IAOTIO': Pursuit races every Saturday throughout the winter. SBYC, 495-2295.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

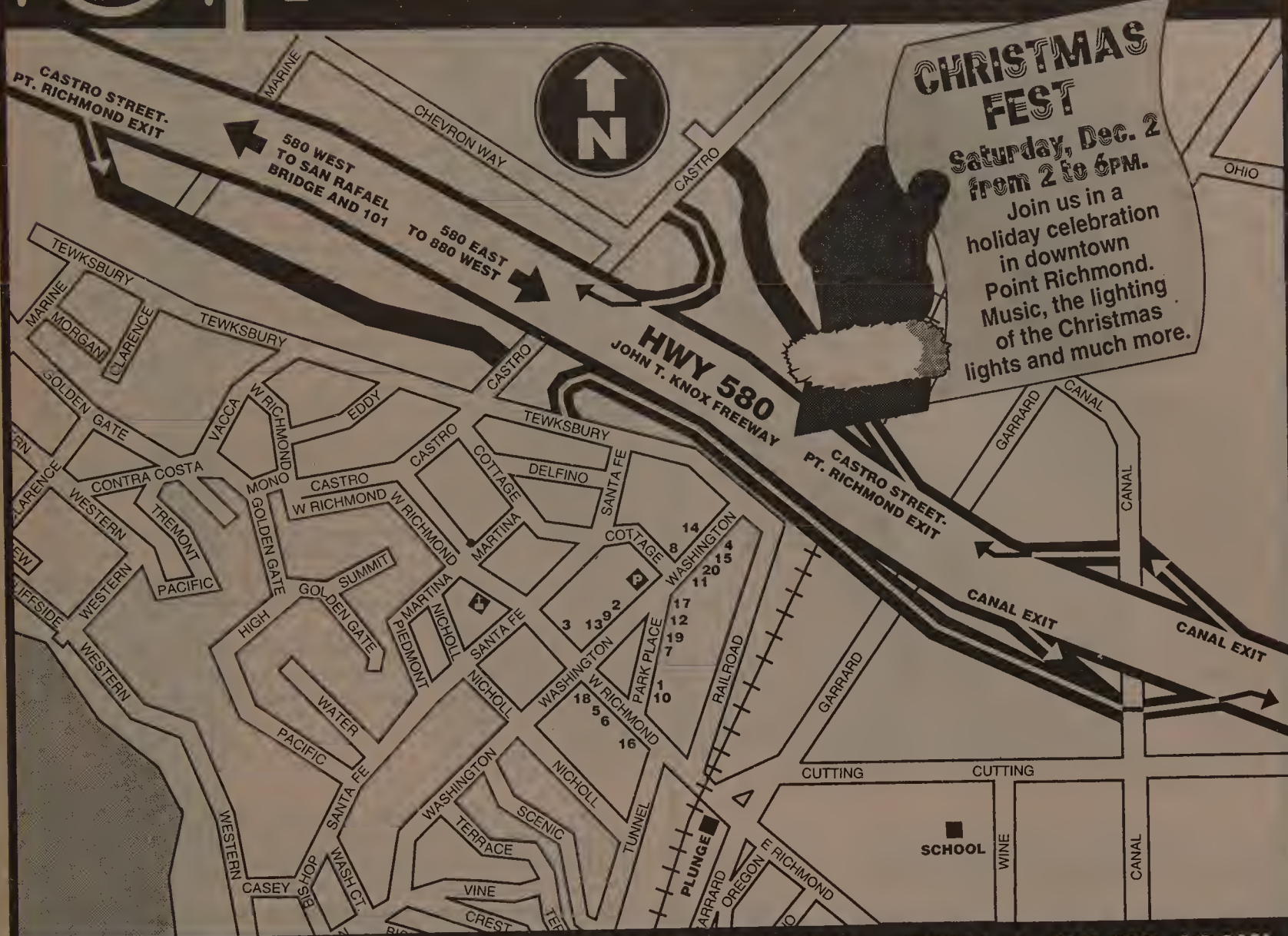
### December Weekend Currents

date/day	slack	max	slack	max
12/02Sat		0009/2.6E	0336	0640/3.1F
	0932	1246/4.0E	1637	1941/3.2F
	2233			
12/03Sun		0109/2.4E	0426	0726/3.0F
	1015	1330/4.3E	1724	2032/3.4F
	2329			
12/09Sat	0312	0517/2.1E	0836	1119/2.2F
	1403	1723/4.3E	2123	
12/10Sun		0023/3.2F	0353	0600/2.1E
	0919	1202/2.0F	1443	1806/4.1E
	2201			
12/16Sat	0141	0451/2.8F	0804	1059/3.6E
	1504	1743/2.3F	2049	2317/2.5E
12/17Sun	0234	0542/2.9F	0848	1152/4.1E
	1555	1843/2.8F	2155	
12/23Sat	0227	0442/2.9E	0751	1044/3.3F
	1334	1654/5.8E	2048	2351/4.5F
12/24Sun	0316	0534/3.0E	0849	1139/3.2F
	1430	1745/5.4E	2138	
12/25Mon		0041/4.3F	0405	0627/3.1E
	0952	1237/3.0F	1529	1838/4.8E
	2229			
12/30Sat	0210	0515/2.8F	0811	1123/3.7E
	1524	1828/2.8F	2116	2345/2.0E
12/31Sun	0307	0610/2.7F	0859	1219/3.9E
	1617	1926/3.0F	2218	





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# LETTERS

## ⇓ UNDER 30 WOMEN WHO LIKE TO COOK IN THE NUDE

I heard that you folks are giving out free *Latitude* T-shirts to the first 48,000 people who call in to tell you that the November issue — volume 219 — shows a September 1995 date on the cover. I wear an XL. My wife noticed, too; she wears a medium. To save time, could you just e-mail the shirts to us?

Because most people who write to *Latitude* feel obligated to tell you a little about themselves, I will, too. Me and my wife are liveaboards on a home-built 16-foot ketch (converted Navy whaleboat) anchored in Richardson Bay. We get our mail forwarded from the Harbormaster in Costa Rica, so we get our *Lat* 38s a few days later than those who pick them up at chandleries. We have algae growing in our diesel tank, and diesel fuel in our holding tank, and need to hear from anyone who knows where to get thermostats for an Atomic 4. (I also have bottom blistering, but my wife rubs on some salve we got at the Free Clinic, so I'll write again to update you on how that problem comes along.)

I work part-time as a San Diego Harbor policeman while I'm waiting to hear back on my job application as a BCDC leg-breaker. We keep lots of guns aboard, and shoot an occasional sea lion or dolphin — but never more than we need to eat. We tan the hides and use them to repair our 17-year-old Zodiac, which the factory rep was too chintzy to replace under warranty.

Please send the shirts right away, because as soon as we find four or five under-30 women who know celestial navigation, like to cook in the nude, and are willing to share expenses, we're going to buy a ferro-cement trimaran and anchor out somewhere in the Hawaiian Islands while we apply for welfare.

P.S. I lied about the algae in the diesel tank, we don't even have a holding tank, and I only want Atomic 4 parts for trading material once we get to Hawaii. Please send them with the shirts.

Jim Brown  
Already There  
Richardson Bay

Jim — Actually, our printer gave free T-Shirts to the first 75,000 folks who noticed the little prank they pulled on us. If you picked up your *Latitudes* direct instead of getting them from the Costa Rican Harbormaster, you and the wife might have some new duds. Oh well.

By the way, we really enjoy your sense of humor. A lot more, for example, than what the Wanderer pumps out. If you'd like a job that requires hardly any work and pays astronomically, why not consider the exciting world of yachting journalism?

## ⇓ LEFT MUCH TO BE DESIRED

I wonder whether *Latitude* missed its own point in replying to the letter from Larry de la Briandais about rules of the road. He pointed out clearly that he was the stand-on vessel in an overtaking situation, and was nearly hit by the give-way vessel. *Latitude's* reply left much to be desired. Let me offer the reply that you should have given him.

"Larry, you raise some excellent issues — even if you have your priorities slightly out of order. The rules of the road were the main issue in your unpleasant solution. Courtesy or not, yours was the stand-on vessel in an overtaking situation, and the 40-ft yacht astern was the give-way vessel. For the other boat to have come closer than about a boat length without adjusting course was unforgivable.

"This is not to say there is no place for common courtesy on the water. It is to say that the best of all common courtesies is adherence to the steering and sailing rules, something the 40-ft boat did not do. You would have been more prudent if you had kept a better watch astern, but then the other vessel should have been more watchful and much more careful. You had the privilege, but good seamen everywhere know you cannot rely on it. Count your blessings on this one, remember all the ditzy boat skippers out there, and keep a better watch over the transom."

I think this reply is on point. It puts the onus on the proper place,



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- Al & Debbie Farner, *Different Worlds*, Valiant 40 • Ha-Ha Winners

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# LETTERS

and it gives proper weight to the facts of the situation — if we believe that Larry was telling it as it happened. Agreed?

Jim Varnadore  
San Diego

*Jim* — The first thing we taught our children when they were learning to cross busy intersections is that there are two kinds of laws. 1) The laws of man, such as driving rules, and 2) The laws of physics, such as when one force — a fast-moving mass of Detroit steel, for example — collides with an object, such as a human body. The big lesson was that the laws of man don't mean diddly when compared with the laws of physics. And that a lot of people who didn't understand that are six feet under pushing up daisies.

Folks should not get us wrong: it's not just important to follow the rules of the road, it's absolutely essential. Having said that, we think it's important that everyone recognize that such rules are fallible. We all know the saying, 'He was dead right about having the right-of-way, but he's still dead'. As such, it's our belief that the best thing to do is avoid — whenever possible — situations where the rules of the road come into play.

Unless you're racing or sailing in close quarters such as the Oakland Estuary, 'sailing defensively' and avoiding rules of the road situations is absurdly easy. Just pay attention to what's going on all around you and make slight course changes well in advance of situations developing. Note we said 'well in advance'. All it takes is a little courtesy, and you end up with a more relaxing day on the water.

So while your response may have been technically correct, based on our experience, we're not sure it's the right one.

## ↓↑A MENTOR WHO KNEW HOW TO ENJOY LIFE

I'd like to thank *Latitude* for the recent mention of the passing of Chick Hudson, one of the truly nice guys on the racing circuit. And also of the tribute given Hudson by the crew of *Swiftsure* during the Big Boat Series. Their flying a black flag as well as the crew wearing shirts with 'Chick' embroidered on their sleeves was just one more example of the boat's slogan: 'A Touch of Class'. Hazel, Chick's mother, was extremely pleased by the recognition.

Chick Hudson was my cousin, and in a lot of ways a mentor in sailing, hiking, and generally on how to enjoy life. He overlooked my lack of experience and brought me aboard *Carol*, his Shields in Monterey Bay, as well as *Swiftsure*. Chick loved the ocean, and I know he was onboard with us during the last Big Boat Series. And since angels don't weigh anything, there was no crew weight penalty.

After Chick died, I didn't have a chance to get on the Bay until my birthday, October 3. I went out because of a Chinese fortune cookie that was in his wallet. It read, 'It is a good time to go after what you want.' I'll never forget what happened while sailing that day.

It was a hot and beautiful October day, with the wind out of the east. Since I couldn't find anybody to go out with me, I decided to sail solo in an attempt to escape the lunacy of the O.J. verdict. Leaving Sausalito, I motored my Cal 20 out toward the Cityfront, raising sail just south of Richardson Bay. Shortly thereafter, the winds changed to out of the west, and I was treated to great sailing toward Alcatraz.

At about noon just off Alcatraz, I passed through the magical place where the tidelines cross; you know, where the water swirls and it seems like you're doing 8,000 mph over the bottom. I grabbed a sandwich and a beer and hoisted a toast, "To you, Chick, I know you are out here with me."

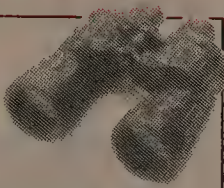
I'm not a religious person in the traditional sense, but I figured that since I was by myself, I was entitled to talk to the spirits. About 10 minutes later, the first and only boat I closely encountered that day, an Ericson 29, came sailing by. As they passed to leeward of me, I glanced at their stern and saw she was out of Redwood City. But the bizarre thing was that she was named *Chuckles* — Chick's nickname as a child! As the theme from the *Twilight Zone* reverberated in my head, I was convinced I wasn't sailing alone.



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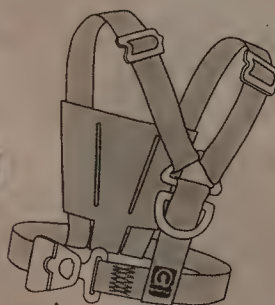
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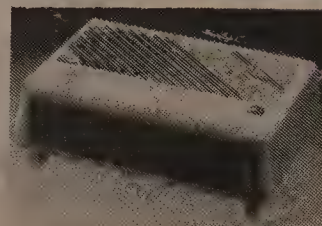
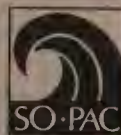
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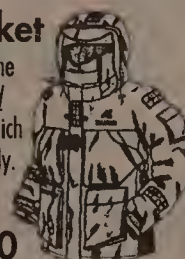
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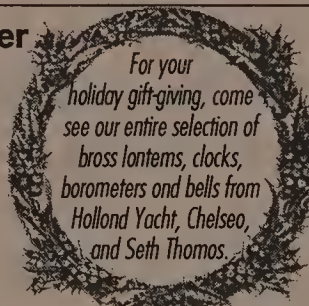
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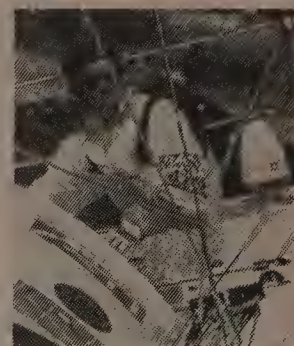
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## LETTERS

I want to thank the crew of *Chuckles* for being out that day and helping to restore my enthusiasm for sailing the Bay. The goose bumps remain.

Bill Hudson  
Sausalito

### ⇓⇓AHEAD OF THE '70s

Regarding Robert Tumelty's inquiry about whether he could convert his Stearns twinstay into a roller furling system, Stearns did offer such an option. Until two years ago, I had just such a system on my 1976 C&C 38. It always worked — but never easily. I always had faith in the extrusion, however, even in winds of 50 knots.

In 1993, I replaced the Stearns system with a Hood model 3250. It works easily all the time and has a regular headstay for greater strength. To the best of my knowledge, there are no new Stearns available.

My unsolicited advice for Robert — go ahead and make the change. Technology in the '90s is ahead of the '70s.

Stewart Abramson  
Newport, RI

### ⇓⇓A DIFFERENT PERSPECTIVE

First, I'd like to commend *Latitude* on the positive impact you continue to have on sailing. I notice that readers regularly comment on the quality of your magazine, but these are compliments that just cannot be stated enough.

Second, I'm happy that Skip and Barbara Cooper of *Coquette* had the great experience they did with West Marine — as recounted in the October issue. And I notice that *Latitude* often discusses West Marine's high level of service, and relates it to the company's humble beginnings. However, I feel it's finally time for a different perspective.

While preparing my boat for cruising during the last two years, I've yet to personally experience the company's alleged commitment to customer service. I could list several examples that would make the CEO of Nordstrom's cringe, but there's neither the time or space. Suffice it to say, that after one particular example of poor service, I called West Marine's 800 number and explained the situation. I asked that the appropriate manager return my call. I never received a call or letter.

Long ago, I chose to vote my dollars elsewhere, and really see West Marine as little more than a retail concept. Perhaps the Northern California West Marine stores are a different company than the West Marines in Southern California.

Shawn Tuttle  
Burbank

Shawn — The West Marine stores — we believe there are over 70 of them now — are all part of the same company. Despite your dissatisfaction, we still believe that outfit's growth has primarily been a result of the fact they've concentrated on complete customer satisfaction. They're not the only chandlery that has done this, of course, and they're not perfect — but they have a pretty solid reputation among sailors.

As for the compliments about *Latitude*, thanks very much, but indeed there is such a thing as stating it too often. A little 'P.S. I enjoy the mag', is more than adequate. Anything beyond that and we're liable to get swollen heads and need bigger hats.

### ⇓⇓ARMS SHOULD HANG LOOSE

Having read *Something More Than a Boat Race* in the September issue prompts me to write about one way a person who has fallen overboard can climb back aboard a boat.

My skipper Hans Vielhauer explained to me that the most important thing is for the person in the water not to expend all their strength by pulling themselves out of the water by arms alone. Instead, only the hands should grip the rail and hang on while the



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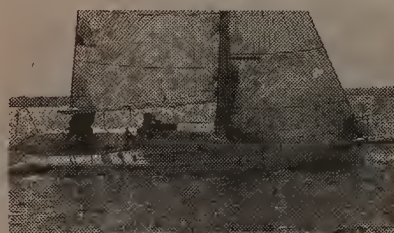
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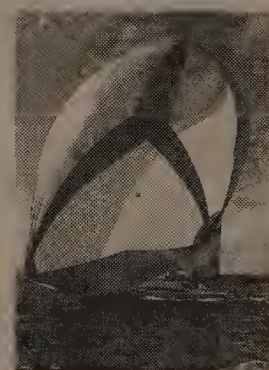
one of the race boats for yourself now, then come down, watch the race as our guest.

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### The Boat.

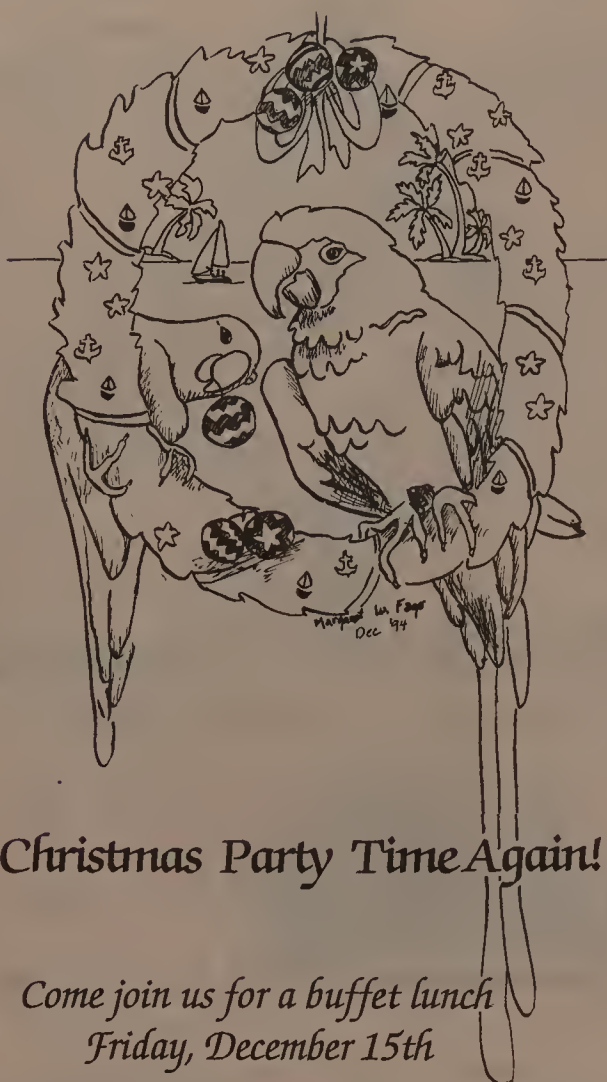
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## LETTERS

arms hang loose. Next, a foot should be brought up over the toerail, with the heel 'hooking' over the top. A loop around the foot of the person in the water to assist bringing the foot up can be a big help.

Once the person's foot is over the rail and he's got a good handhold, they can 'roll' themselves out of the water. Once the hands and foot are on deck, a person on the boat can best assist.

This method has worked for Hans several times. Years ago, after swimming down the Rhine River, past castles and vineyards, he would hitch rides on barges to get back upstream. More recently, while sailing his Cal 40 *Chaparral* singlehanded, he broached in huge surf at the entrance to the Ala Wai Yacht Harbor. Although he was washed overboard and the boat was still in gear, he managed to get himself back aboard using the technique described above.

*Chaparral*, presently in Singapore, is going around the world. So far she's made stops at Kiribati, New Britain, Papua New Guinea, Northern Australia, and Bali.

Viele Gruisse  
Marianne Wheeler

*Viele & Marianne — You mean to tell us that it was Hans — veteran of at least three Singlehanded TransPacs — who got knocked off the Cal 40 and climbed back aboard in a photo sequence we featured in Changes a few months ago? And that Hans took off around the world without saying goodbye? Surprise, surprise.*

### ⇓ INAPPROPRIATE AND DESTRUCTIVE

I went through a few experiences during my search for the boat of my dreams that would fall into the 'strictly curious' category. The culmination of the three-year process was my purchase of a lovely old woodie. As a new boatowner, I find it necessary to vent — and to share a few thoughts with others.

The first thing I want to say is that I can't recommend surveyor Bruce Martens highly enough. I first met him when he surveyed a friend's 1942 woodie. Not only was Martens thorough and complete in his examination, but he explained what he was doing and looking for as he went along. Afterward, he offered up several great tips and tricks for woodies in general, and addressed the boat's quirks specifically. I was very impressed.

When the time(s) came for the services of a surveyor during my quest for a boat, I certainly knew who to call: patient Bruce. He crawled through more than a few near-derelicts on my behalf, calmly explaining their few virtues and many faults. He walked away from two surveys, taking me with him, when the boats were gone beyond what even bottomless pockets — which doesn't describe mine — could repair.

When I found the last one, she looked good. Real good. Then I ran into the finance and insurance companies. They all insisted on a NAMS/SAMS surveyor — and even supplied a name. I knew I'd have to go that route to work with the finance and insurance companies, and thus reluctantly complied. But for my own peace of mind, I called in Martens to do a survey for me prior to the 'official' one for the finance and insurance companies.

I'm told that it's best not to mention the surveyor's name, but he's well-known. It's a name that is also associated with words like 'inappropriate' and 'destructive' when it comes to wooden boats. I didn't find out until later that he'd been barred from at least one yard for conducting aggressive surveys.

My little dream boat had been given a near perfect paint job a year or so back. When hauled for the survey, the hull was smooth enough that it took even the experienced eye a moment or two to confirm that her hull wasn't fiberglass with *faux* plank lines. At least that's how she was until the supposed surveyor got to her. Before he was through, her starboard planking looked like a kid with bad acne.

To his credit, the surveyor in question was meticulous and self-assured — even if he happened to be dead wrong about more than a few things. Like his insistence that I replace two of the seacocks. He



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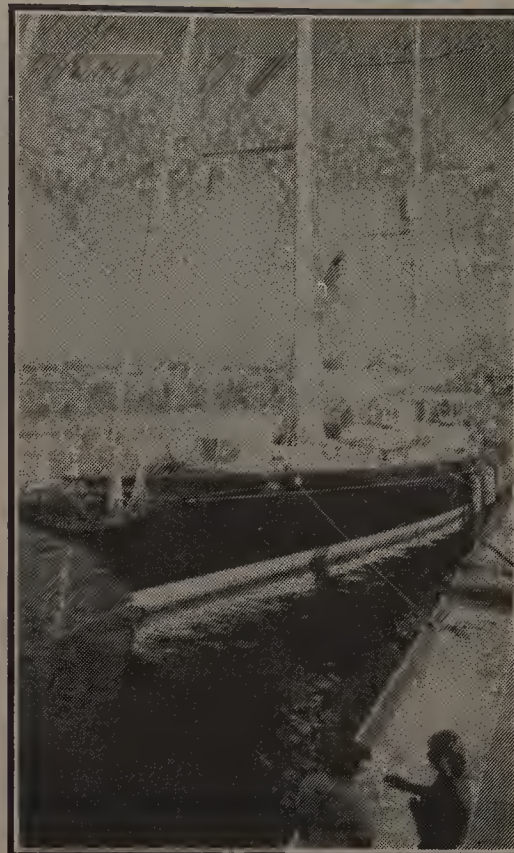
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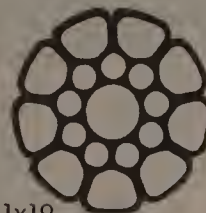
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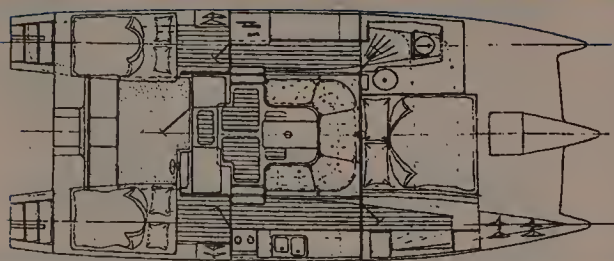
**2. Would you like to sail faster than a monohull, but with less effort?** The *Gemini 105* (like all our other cruising cats) sails 25% to 50% faster than a comparable length cruising monohull. Also, because cats require no ballast, they are lighter and easier to handle... and unsinkable!

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## LETTERS

accompanied this instruction with a detailed explanation of how they were natural gas valves and not intended for marine use. I have to admit he was so positive that at the time it seemed plausible. That is until a real surveyor, Bruce Martens, came to double-check them for me. It turned out they were older style seacocks — but fully functional and completely appropriate.

Trust me, there is much more, but I'd like to bend my ranting and raving in another direction. Mostly a word of caution: NAMS/SAMS certification does not automatically make a good surveyor. Not anymore than a badge makes an honest cop or AMA credentials a good doctor. Years of experience, practical expertise, and extensive knowledge are what make a surveyor good. Bruce Martens has all of those qualities as well as the patience and compassion to deal with those of us who are starry-eyed with boat lust. The true shame is that the insurance and finance companies seem to prefer the NAMS/SAMS surveyors over true knowledge.

In their defense, the finance company has been pretty easy to deal with. Kathie Ohmer at First New England Financial has accepted my frantic and/or confused calls with patience. They've been more than helpful with my paperwork problems and walked me through the nightmare of the loan. After listening to my tale of surveyor woe, she was happy to deal with Martens and myself on correcting and signing off on the few deficiencies that had been noted.

So, the words of advice from this recently-initiated boatowner about surveyors are: 1) Talk to lots of owners; 2) Listen carefully to their likes and dislikes; and 3) Weigh those preferences and be cautious before letting a surveyor near your boat.

Right now I'm fixing the unnecessary damage done to my boat by the certified surveyor who shall remain nameless. But I'm very pleased with the work of Bruce Martens, and pleased enough with First New England Financial that I almost don't mind paying them the interest. Okay, so maybe that last part isn't completely true. What is certain is that I'm undeniably thrilled with my new baby. She's a beaut!

L. Moore  
Selkie

Alameda / Oakland

**L. —** We suspect it's not quite as simple as your first surveyor being a bum and Bruce Martens being a hero. In fact, it's quite possible they both did competent jobs but had very different approaches.

Surveying a boat — a wooden boat in particular — is not an objective process. In many ways it's akin to a doctor trying to diagnose a patient suffering from persistent severe headaches. With almost identical symptoms, one doctor may recommend aspirin, feeling the very slight chance that something is seriously wrong doesn't justify extensive and expensive testing the patient can ill afford. A second doctor, however, might think extensive tests should be undertaken to eliminate any possibility of a brain tumor. Which doctor was right? Only the lawyer on the way to the courthouse — armed with 20/20 hindsight and a malpractice suit — knows for sure.

It's the same with boats. Potential boat buyers do need to ask around about surveyors, and communicate very clearly what it is they're looking for. Does the potential buyer want an extensive and therefore almost necessarily invasive survey to eliminate the possibility of anything being wrong, or does the buyer merely want reassurance that the boat is basically sound and the bank and insurance company will be satisfied they're becoming party to a reasonable risk?

Naturally, we don't know the specifics of this particular case, but if we were buying a wood boat, we'd be very hesitant to be overly critical of a surveyor who might have seemed a little overzealous in looking out for our best interests. But perhaps this is hard to appreciate until you've seen the bills that can mount up when a surveyor has missed something on a wood boat.



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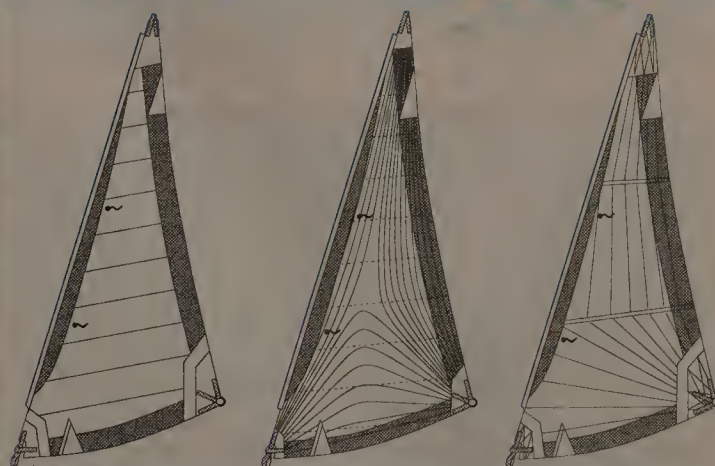


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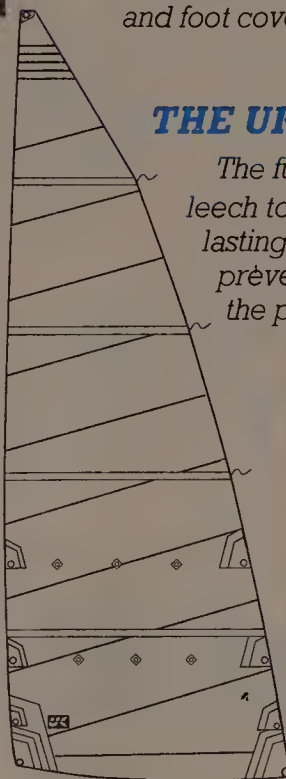
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## LETTERS

*The important things are that you've learned a little — and are enjoying your boat.*

### WE COULD GIVE A FLYING FISH

Please pass this on to Robert of the 'Chipper 32' Aloha: Opinions are like noses — everyone has one and they smell.

As proud owners of a 1972 Clipper Marine 30, we are so involved in our safety, maintenance and seamanship, that we really could give a flying fish what anyone thinks about us on the Bay.

This is our first official season on the Bay, and it has been an adventure every time we have made it out of the lovely 5th Ave. Marina. We receive a lot of weird looks and double-takes from folks wondering what a CM30 stands for, but we just smile and wave, thinking how great it is to be alive with the wind in our sails and a tiller in our hand.

Alfonso Martinez and Mitch Fredricks  
Los Hooligans, Clipper Marine 30  
5th Ave. Marina, Oakland

*Alfonso & Mitch — Having pride in one's boat is a virtue. May you Hooligans have endless fine days sailing the Bay.*

### SHE'S NOT A HINCKLEY OR A SWAN, BUT I'M LUCKY

I just read Robert Panther's October letter about his Clipper Marine 32. I happen to own a Clipper Marine 32 that I sail on Lake Michigan, and I'm interested in what other owners have done to their boats with regard to dodgers, ports, windvanes and the like. Could you forward the enclosed letter to him?

While I'm the first to admit that a Clipper Marine 32 isn't a Hinckley or a Swan or a Sabre, I still consider myself lucky. My Clipper Marine 32 is still in good shape despite being 20 years old. Her upkeep costs are low because I keep her on a trailer for winter storage. I like her transom-hung rudder and OMC saildrive. My boat's main cabin has lots of uncluttered room, and the aft cabin is perfect for sails, life vests, lines and other stuff. Finally, during a recent 50 mph microburst/storm with wind coming from every direction — including down — my boat suffered nothing more than a shredded jib and a broken batten. Thank you, Mr. Crealock.

Boris Polmar  
Polly, CM32, and Wants a Cracker, 10-ft Nutshell Pram  
17W544 Hickory, Bensenville, IL, 60106.

*Boris — Sorry, but we didn't keep Robert Panther's address. Perhaps he'll contact you.*

*Anybody who believes he is lucky, truly is lucky. Good on ya!*

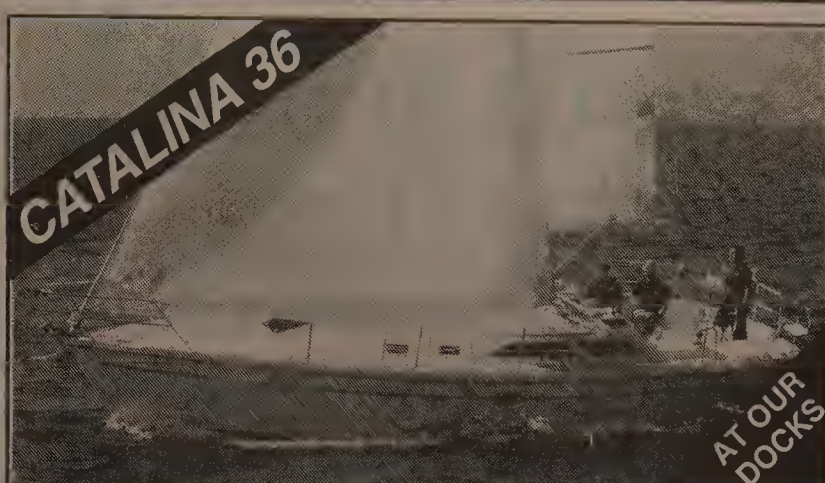
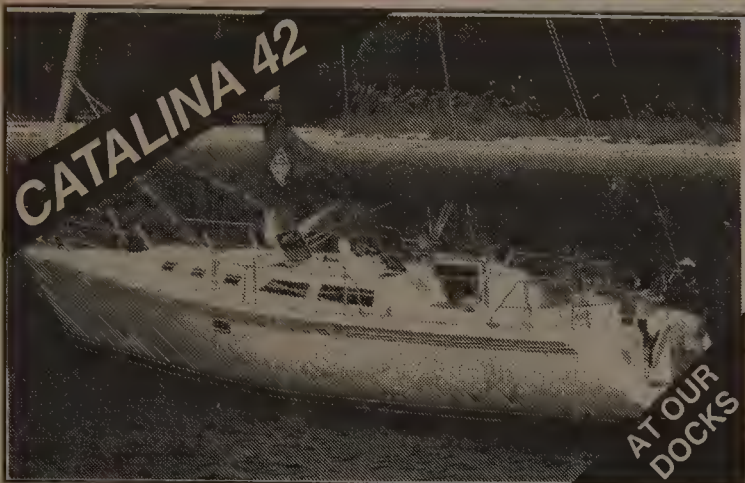
### YEAH, IT'S WARMER HERE

We sailed our Hunter Passage 42 from Santa Cruz to Florida via the Panama Canal, arriving in Clearwater in June. As soon as we have a few minutes, we plan to write up our trip for *Changes*. But it's my husband's birthday, and frankly life hasn't seemed normal without *Latitude*. Thus our subscription. They do get *Latitudes* at the nearest West Marine store, but it's an hour away.

We managed to keep up with *Latitude* throughout the trip mostly via a friend of ours in Hayward, Ted Froyland. We were able to distribute extra copies to people in Costa Rica and Mexico, where — and this should come as no surprise — they were very hot items. There is truly no other magazine, sailing or not, equivalent to *Latitude*. The humor, stories and technical articles provide a constant source of entertainment and motivation.

We miss California for many reasons. Yes, it is a lot warmer here in Florida, but there are those nasty things called hurricanes. And while the boating community is larger in Florida, it's different. Perhaps it's because they don't have a *Latitude* to unite the sailors. Say, why don't you start a *Latitude* 28 out here? Perhaps it is because you can't find depths greater than 20 feet without going more than





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HUNTER 35, 1990



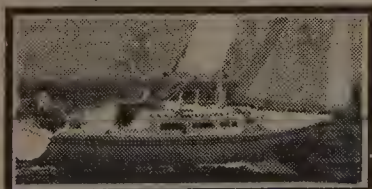
CAPE DORY 27, 1978

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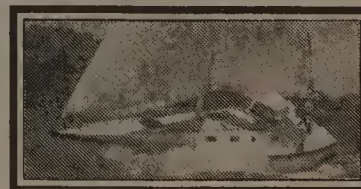
CATALINA 36, 1985



MORGAN 41, 1979



SWIFT 40, 1982



LANCER 36, 1980



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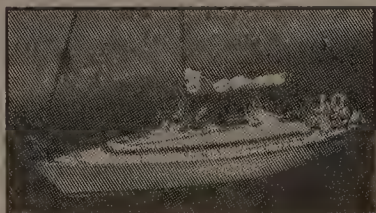
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## LETTERS

three miles offshore. Or it could be that they have no floating docks and think wooden piers are the next best thing to cleats.

For now, I should say that *Latitude* was the biggest reason that I, a novice sailor, made our passage. Sure, my husband — bless his heart — was the driving force, but reading so many good — and bad — stories allowed me to take off with sugar plums dancing in my head.

For about two years prior to our cruise, my husband and I created two notebooks of libraries, mostly composed of *Latitude* articles, but also some from other magazines. One library was 'Articles on Sailing', divided into sections such as 'Electronics', 'Engine', 'Safety', 'Seamanship', and so forth. The other was 'Cruising by Area', in which articles were sorted according to their geographic location.

We used both of these libraries frequently, and they helped us prepare for subsequent legs, learn how to fix things, or — in my moments of fear — how to handle big seas. (The saying, 'If you can sail the San Francisco Bay, you can sail anywhere' is pure poppycock!) Anyway, I would recommend similar libraries for anyone preparing to venture on a passage.

Shirley Joyal and Capt. Bob 'Birthday Boy' Yandow  
Florida

*Shirley & Bob — Thanks for your many kind comments. Those compliments belong to all the good folks who've contributed to Latitude over the years, not just the official staff. Thanks to everybody.*

*As for a Florida version of Latitude, we wouldn't hold our breath. Not if we didn't want to die in a couple of minutes.*

## WE FOOLED MOST OF THE OTHER SAILORS

I just had to tell you about what was — for all practical purposes — my first sailing experience. 'Just do it', huh? Okay, I just did it. Me and my crazy partner, that is.

My father-in-law died last year after a long struggle with cancer. He never got to sail his MacGregor 25 like he wanted, and so she had been sitting for several years. Mom said I could take the boat out, so last weekend I finally decided to find out what this sailing business was all about. The problem is that 99% of our sailing knowledge had come from reading *Latitude* and driving stinkpots, and only 1% had come from being on sailboats.

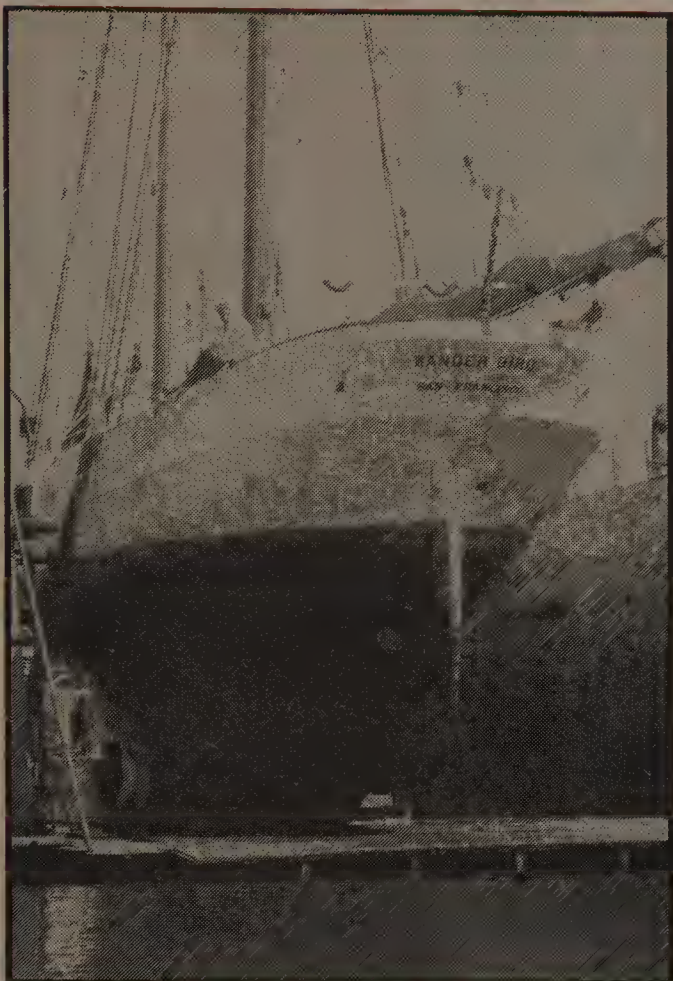
Anyway, the wind was light that Saturday morning, ideal conditions to see how everything worked. We did well until the wind started building — to maybe 30 knots — in the late afternoon, at which point things became a little, ahem, uncomfortable. We retreated to Raccoon Strait and stayed in the lee of Angel Island for the night.

The wind was strong until around midnight, and we had a little problem getting the anchor set. But once things settled down, we had a beautiful evening, with flat water and the twinkling lights of distant East Bay cities and bridges for illumination. The muted rumble of passing ships and barges lent an eerie quality to the whole experience.

The strong winds forecast for Sunday never materialized, so we — contrary to our original plans — headed out beneath the Gate just so we could say that we'd done it. Our greatest fear was not that we would get in trouble, but that we would do something stupid and expose ourselves as the novices that we are. But this being our second day of sailing, our skills had improved. To our amazement, we found that we were faster than many other boats on the same tack. What a blast! It just goes to show what reading a little *Latitude* can do for you!

In the end, I believe we fooled most of the other sailors into thinking that we actually knew what we were doing. All, that is, except those on starboard tack who we crossed in front of on port tack, ("You idiots!"), and those on port tack to whom we yielded the right-of-way, ("What a couple of chumps!") You have the apologies of the crew of





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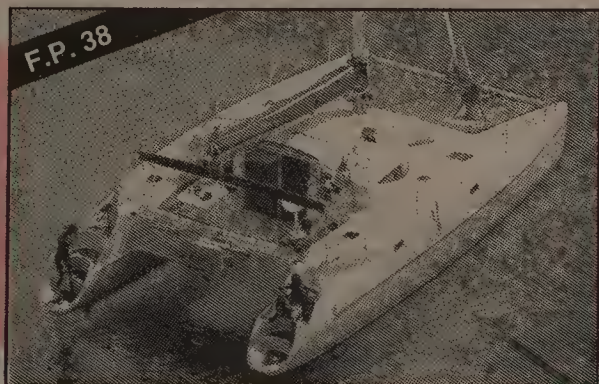
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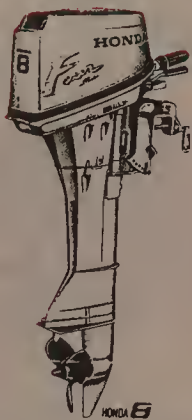
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## LETTERS

Mickey.

Thanks, Mom. Thanks, Dad. I can't wait to do it again.

Walt Shannon

Mickey

Sacramento

### ✍️WRITE THE PRESIDENT OF FRANCE

I think I can clarify Lowell North's comments about the problem he and others had with Micrologic GPS units. Readers of *Ocean Navigator* magazine were warned about this in advance. I can't find the issue to quote from, but as I remember, Micrologic — and some other companies — based their software design on a preliminary GPS standard which had not been finalized. When the satellites' signals were converted to the final standard, Micrologic units with old software started having problems.

So there is, in fact, a grain of truth in Micrologic's contention that there was a change in satellite signals. But since Micrologic knew when the signals would change, they perhaps could have done a better job of notifying their customers in advance, thereby avoiding inconvenience — or worse — to their customers.

Although I appreciate the general lack of political argument in the pages of *Latitude*, I feel there are issues that transcend politics — and the French government's decision to resume nuclear testing in the South Pacific is just such an issue. Their desecration of a paradise half a world away, their governmental piracy in international waters, as well as their murder several years ago of an innocent civilian when they blew up the *Rainbow Warrior* in the port of another country, can hardly please those of us who love the oceans of the world — or our children for that matter.

Without belaboring the issue, I personally will not be purchasing any French-made products, or contributing in any way to the economy of French-held colonies. I would urge any readers who agree with me to drink California wine, buy an Avon instead of a Zodiac, and consider a non-French island destination this year. By doing so, you will be supporting the majority of the island inhabitants, who are horrified at the actions of 'their' government. You might also write to the President of France and tell him why you're boycotting French products and territories.

I can't make the Baja Ha-Ha again this year, but I hope to see you folks there one of these years. Until then, keep up the right stuff.

Michael Daley

Laughing Matter

Sebastopol

Michael — There have been a lot of stories and articles over the transom, but if we remember correctly, Micrologic did attempt to warn their customers about the then-impending problem with some GPS units. In fact, we're pretty sure we ran an item about it.

As for the nuclear testing in French Polynesia, it truly is lamentable. We were hoping to get an article from a reader who could write more perceptively about the subject, but it never came. Our apologies.

On the other hand, we Americans, who consume and pollute like there's no tomorrow — which there won't be if we keep it up — should find it at least a little embarrassing to point fingers. By the way, we were delighted to hear a first-ever radio spot — by singer James Taylor — urging Americans to cut down on their use of household toxics in order to protect our waters. As far as we're concerned, it's criminal that supposed environmental groups such as BayKeeper and the BCDC have been so deafeningly silent when it comes to this enormous source of water pollution.

### ✍️THERE'S VERY LITTLE DAMAGE TO BE SEEN

Right now my wife and I are in the British Virgins, enjoying our second charter trip of the year aboard the Tortola-based Beneteau 38 Chamin Lukin. We'd chartered her in July, and after 12 great days of

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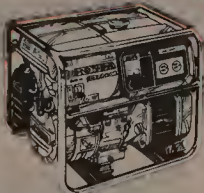
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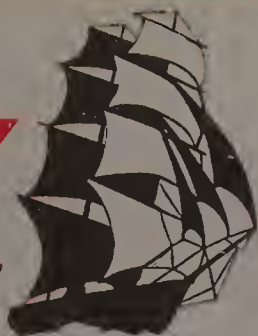
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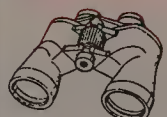
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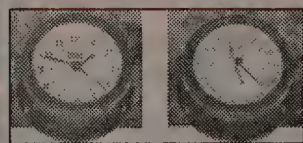
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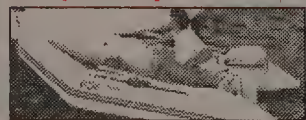
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## LETTERS

midsummer sailing, we didn't hesitate to sign up with another couple for 12 more days of fall sailing.

During the July charter, a tropical depression passed through the area one night while we were anchored at Trellis Bay. The depression brought winds up to 44 knots, and later developed into hurricane Erwin.

During the current charter, we had to spend a couple of days at Virgin Gorda's Spanishtown waiting out tropical storm *Sebastian*. Our charter outfit, Offshore Yacht Charters, phoned us on Chamin Lukin's cellular phone and asked us to take a few precautions — such as insuring that the roller jib was tied up, the bimini lowered, and the mainsail cover put on and tied. Fortunately, *Sebastian* fizzled and we were hit with nothing stronger than 10 knots of wind and afternoon showers.

We've been exploring all the usual British Virgin Island haunts — Halloween is just a few days away — and taking note of any hurricane damage. Considering the number and intensity of storms that have passed through this area this season, there are very few signs of them. The most evidence of damage we've seen so far is new planks on certain docks, stacks of debris, and busted up building materials tucked away for future disposal.

At Bitter End YC resort at Virgin Gorda's North Sound, new docks had been built and repairs are continuing at a rapid pace. The only eyesores were a couple of sailboats sitting on their sides in shallow water several hundred yards from the main tourist area. In Little Harbor, Jost Van Dyck, the remains of a boat sticks out of the water at the entrance to the harbor. From what we can tell, there's more charter activity than normal at this time of year, no doubt due to the more serious damage suffered in St. Martin and other areas. But even this hasn't been a problem as there are still lots of moorings and the anchorages have room to spare.

On a different subject, thanks to *Latitude* and *Classy Classifieds*, my wife and I are taking off on a new adventure in November. We will be joining Don and Margaret Parrish as crew aboard *Big Toy*, their 74-foot Morgan. We are meeting them on the Isla de Margarita off mainland Venezuela.

I just happened to see their ad asking for crew while I was browsing the *Classys* for our own retirement boat. We decided that sailing as crew members aboard a 74-ft Morgan might be a good intermediate step before once again becoming boatowners. My wife has resigned her position, I was already retired, we've given away the cats, and we're looking forward to open-ended cruising. I'll drop a few lines as we proceed to the Western Caribbean this winter and spring.

Bob White  
Livermore

Bob — Based on our own observation, it's remarkable how well the good things in the Caribbean bounce back from even the most devastating hurricanes. As we said last month, our first Caribbean destinations this winter will be Antigua and St. Martin, both of which were hammered by hurricanes. It's gonna be great — and delightfully uncrowded.

### REQUESTING PERMISSION

On behalf of the members of the San Luis YC, I'm requesting permission to reprint articles from *Latitude*. We would give credit to the source. Are there any other guidelines?

Mike Barrett  
Editor, *The Foghorn*  
San Luis Obispo

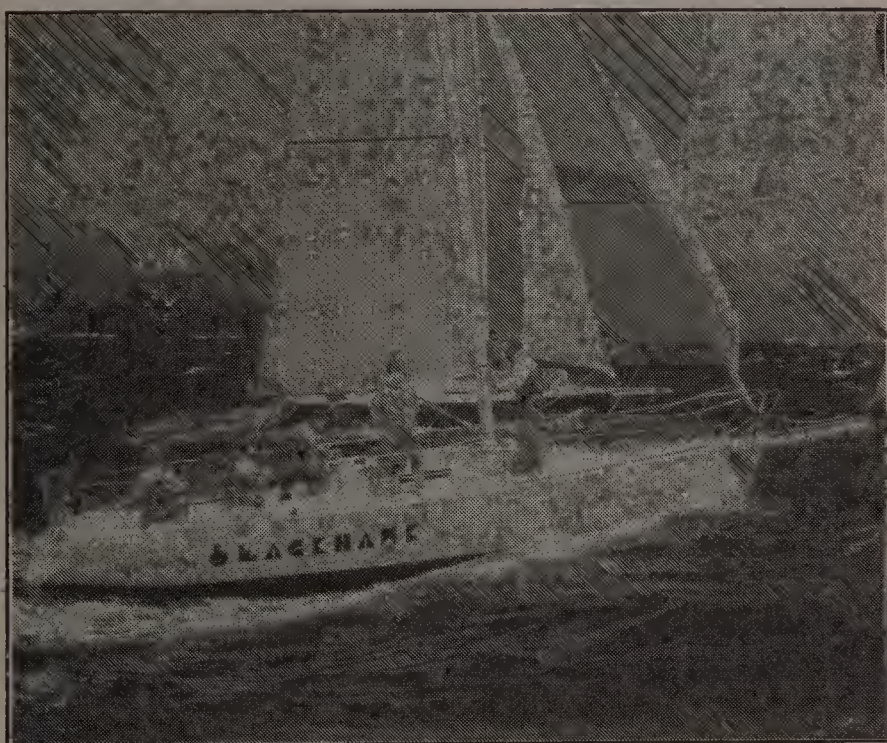
Mike — *Latitude* staffers are delighted, and even flattered, to have their material ripped off by yacht club newsletters — provided that credit is given. If you want to reprint articles that aren't staff-written, you really should get permission from the author or photographer.





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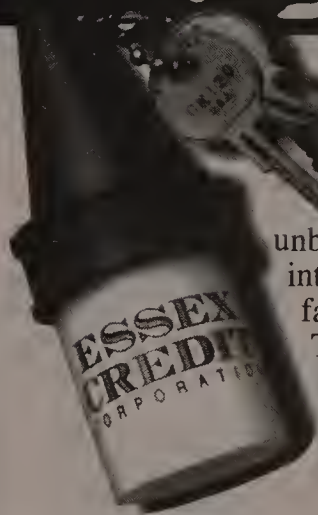
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## LETTERS

### ⇓⇑A SIMPLE GUIDELINE

After a couple month hiatus, I picked up the November issue and read of the current situation for cruisers in Mexico. I found some of the views as expressed troubling. In fundamental ways they run counter to my experience cruising in 1991-92. These were my impressions:

My then-partner and I sailed out of San Diego with all the misgivings and misconceptions neophyte cruisers invariably take to Mexico. You know the drill: *bandidos* at every turn, bureaucrats with itchy palms, hostile natives. Without exception these proved embarrassingly false.

Instead of fending off demands for *mordida*, I found port captains who genuinely loved to meet cruisers. Imagine going into the Cabo Port Captain's office to find a wall covered with snapshots of cruising boats and crews — as proudly displayed as if they were shots of his kids. Quick to laugh, helpful to a fault, the Cabo Port Captain ended our sign-in meeting by shaking hands and giving us each a lollipop! A friend reported that the Port Captain at Puerto San Carlos concluded their late afternoon check-in with an invitation to join him at home for dinner. I know of others who've had similar experiences in Loreto when they checked in for Puerto Escondido.

In our first meeting with an Immigrations officer — at Puerto San Carlos — we sat for more than an hour chatting about raising a family in a rapidly changing world. The Immigration official had come from Mexico City a dozen years before to what he originally perceived of as a posting at the end of the earth. "No TV and only one radio station," he told us. "Now it's satellite TV and my kids don't read anymore."

Have you ever dealt with the United States Immigration & Naturalization Service? Ask any non-resident who has, and you'll find that — unless your skin is white and you speak English without an accent — you're in for the bureaucratic nightmare of your life. Let's hope Mexican immigration officials never take a leaf from our book.

The Shroyers of Marina de La Paz? If the cruising community had the ability to do it, Mac and Mary deserve the equivalent of the Nobel Prize. I found it hard to remember that they were in business to make a profit. Answering the same stupid question for the 50th time in one day, trying to confront the worst rumors on the Coconut Telegraph with the truth, reminding the occasional jerk cruiser that they and their vessels are guests in Mexico — the Shroyers and their able staff did it all with grace, generosity, and a pleasant spirit you won't find in many stateside marinas. I'm sure the managers at Marina Palmira and Cabo are equally topnotch.

I know of no one who felt genuinely gouged by the custody paperwork, but I also knew a lot of people who were sneaking 'under the radar'. I remind the people who now whine about fees and paperwork to remember their predecessors who have flaunted Mexican maritime law for years — then bragged about it.

And the Mexicans. I like the comparison *Latitude* has drawn from time to time. How would we treat hundreds of Mexican cruisers who anchored wherever they felt like in U.S. waters? In over a year, I got hassled by exactly one Mexican; a drunk in La Paz. He was screaming at everyone walking by, be they locals or tourists. I routinely felt safer in Baja than I do in Oakland.

People in Mexico still exchange pleasantries with perfect strangers on the street. I couldn't begin to number the "*Hola, amigo*" exchanges I participated in. If I have any criticism of the Mexicans I met, it would be that most of them found it very hard to let me practice Spanish. Too often, they would smile, let me ramble on as I butchered their language, then answer me in far better English than my Spanish.

Of more serious concern to me were the small group of American cruisers who just didn't get it. The ones who tried to carry America — prejudices and all — along with them. They were no doubt assholes before they left, and they seemed determined to continue being assholes wherever they went. They tried to beat the system by ignoring check-in procedures. They abused clerks. They complained,



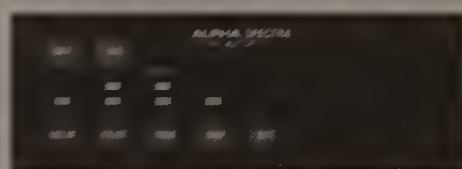
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## LETTERS

refused to mix with the locals, and whined about all the items they couldn't find at the 'super mini'. They pumped sewage into La Paz Bay — and then howled when a sewage main broke beneath a street just up from the beach. This minority left a very dirty wake — both figuratively and literally — for fellow cruisers to follow.

To all those enroute to or contemplating that Mexican cruise, I'd counsel a simple guideline: apply the Golden Rule when south of the border. Treat your hosts as you'd like to be treated. They're lucky enough to live in a cruiser's paradise — and have been generous enough to allow us to share it.

Charlie Bloomer  
Richmond

*Charlie — We've made many sailing trips to Mexico over the last 18 years, and while our impatience has occasionally caused us to become frustrated, we can't recall a single instance of ever feeling threatened by individuals or taken advantage of by officials. A combination of patience and living by the Golden Rule should be enough to assure just about any cruiser a fabulous time in Mexico.*

### ⇕BAJA HA-HA HUMBUG!

Our *Sidonia* may have been the first boat to drop out of the Baja Ha-Ha after it started — but we still expect a prize. And please don't send any T-shirts, as what I really need is underpants.

The start of the Ha-Ha and events leading up to it were well-organized and fun. The *Wanderer* was as colorful as I had imagined, and it's too bad that the *Wanderette* wasn't feeling well enough to make it. But our thanks to all the organizers and sponsors.

The sailing conditions at the start were perfect, with a good breeze and flat seas. We chose to sail further out than most others in hopes of getting better wind, but the breeze fizzled by nightfall. Fifty miles off the coast, we had to dodge shipping.

Even before we left San Diego, Jo had complained of shoulder and arm pain, and couldn't get comfortable. It became worse as the night progressed, and she started having numbness and tingling in two fingers — an ominous sign. Knowing there is almost no medical care between Ensenada and Cabo San Lucas, we became painfully aware that a critical decision had to be made immediately. Our decision was to turn back to Ensenada.

I radioed the Port Captain at Ensenada, and with much ado and flourish, we were escorted into Baja Naval Shipyard where a waiting ambulance took Jo to Hospital de Los Americanos for a night's stay. We were favorably impressed with the hospital, as the staff was attentive and genuinely cared about Jo's condition. The hospital itself was clean with pleasant surroundings.

Even though I tactfully suggested that Jo's problem might be a ruptured disc, the neurosurgeon in attendance, after an exhaustive discourse, came up with the wrong diagnosis. But the important thing was that he gave her the right treatment: cervical traction, pain medication, and muscle relaxants. The next day Jo travelled by bus, train and plane to Santa Cruz, where she now awaits either surgery or more conservative treatment of two cervical disc ruptures.

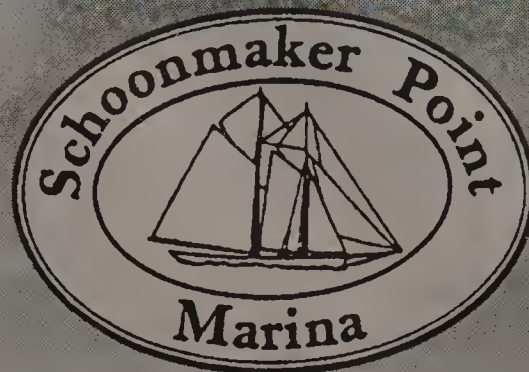
This flushes our Mexico plans down the scupper for this year, but we're thinking of the good aspects of having to start the Baja Ha-Ha a second time: 1) Another send-off party next year, and 2) Much less anguish involved in preparing to leave; we've already had a dress rehearsal.

Tim McCormick and Jo Gary  
*Sidonia*, Hans Christian 40  
Cabrillo Isle Marina (again) / Santa Cruz

*Tim & Jo — Thanks for the kind words about the Ha-Ha Halloween party and the Ha-Ha start. While they may have been fun, we don't really think the words "well organized" could be applied to the proceedings. It's a shame that you had to drop out of the Ha-Ha, but we'll send you the same prize all entries were rewarded: No, not*



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## LETTERS

underpants, but a cool glow-in-the-dark rigging knife inscribed with the official Ha-Ha logo.

The Wanderer, too, was once laid low by a ruptured disc while sailing in Mexico. When the Wanderette finally dragged him off to the Naval Hospital, he got superb treatment and heartfelt care from all the Mexican health care personnel. After being properly medicated, the Wanderer was cinched onto a stretcher and loaded on a commercial flight to Los Angeles. Once in the City of, ahem, Angels, he paid an outrageous amount to be taken to an orthopedic hospital, where he was misdiagnosed by a spectacularly incompetent physician, and spent the next month in excruciating pain. But all's well that ends well, and he — as hopefully will be the case with Jo — has had many fine open ocean adventures since.

### ⚡ THAT WAS THE FINAL STRAW

I read with great interest Bill Robertson's October letter about anchoring fees in La Paz, and John Brand's September comments on the effects of those fees.

My wife Gayle and I sailed down to Mexico in November of 1984. After years of cruising, we bought property in La Paz and started a business with a local friend. For three years we lived ashore and cruised the local area. For the past six years we've lived aboard *Irish Mist*, a K-50 we're refurbishing at anchor, mainly in La Paz.

I don't know who *Latitude* has talked to, but I haven't spoken to any owners of boats at anchor or on moorings who think that this fee is reasonable. The La Paz Port Captain is using an old law designed for overtime charges for the commercial ships using the city's pier. For \$20 per week per anchored boat, the officials are checking for flags, anchor lights, and names of boats hauled out and in marinas. None of this fee is going to the city for water, trash collection or pollution abatement. By the way, almost all boats use the marinas' dinghy docks for a small charge in order to obtain water and dump garbage. The fee has nothing to do with the derelict boats, as there are laws that enable confiscation, nor pollution, as most bay pollution is emitted from land sources.

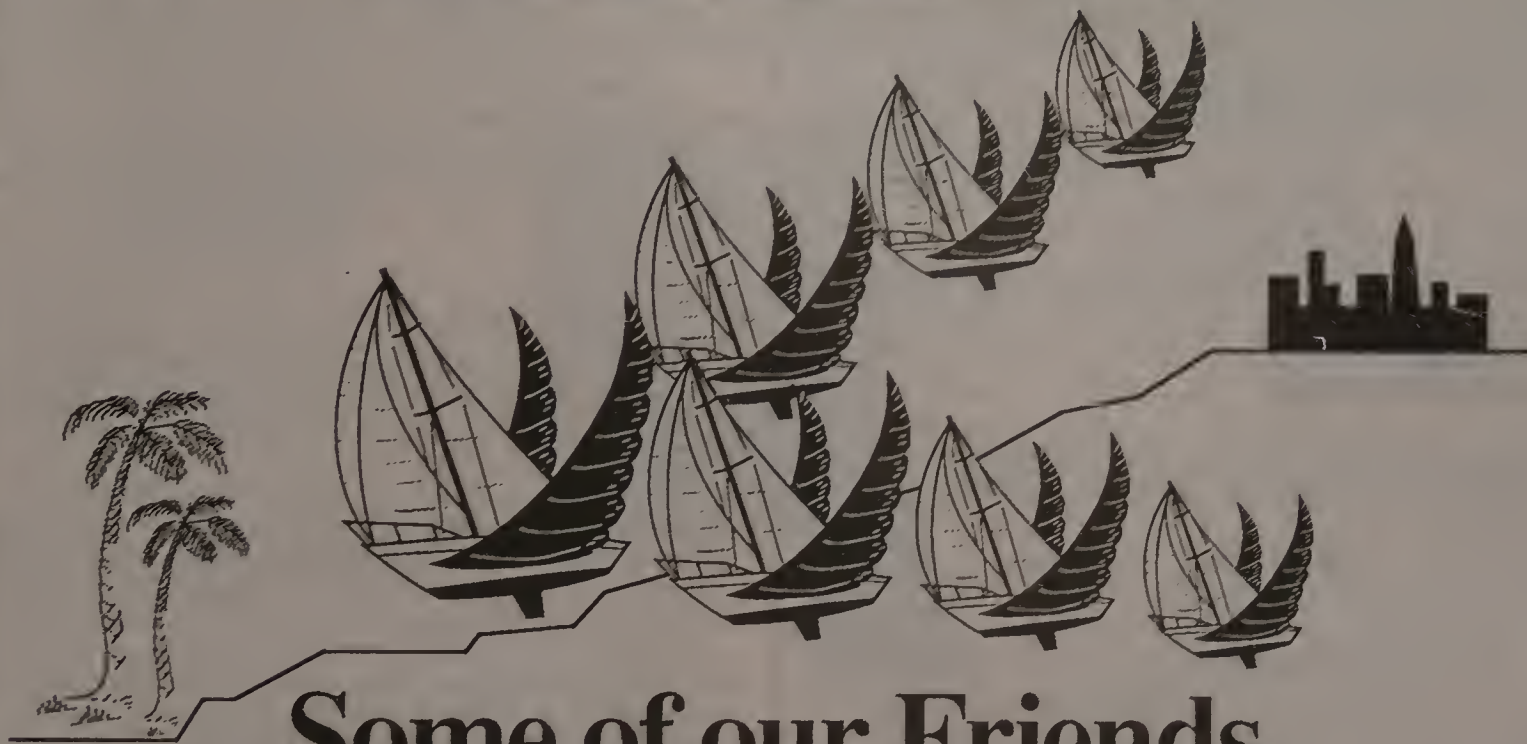
The primary protestors of the fee were those affected. Bill Robertson met with the Port Captain, and elicited a written list of pertinent information. Once everyone realized what was happening, the fur began to fly. There were several articles in the newspaper, and a TV segment alerted local businesses to the impending disaster. It was then that the apolitical Club Cruceros tried to persuade the Port Captain to rescind or reduce the fee.

A major problem was that the peso had just been seriously devalued, and the local population didn't feel very sympathetic to our cause at that time. Everyone thought that the resistance would cause the fee to disappear, but on July 1 it was raised instead. Then a fine of \$150 per night was threatened for not having an anchor light on!

That was the final straw. We put our house on the market and moved our boat to Puerto Escondido. The fee here is \$9 per month. This Port Captain actually answers calls on the radio, and has been a great help in medical and other emergencies. He has driven 17 miles to the anchorage to check in groups of boats — at no charge — and gives frequent hurricane updates on the radio. We pay the city of Loreto to pick up the garbage, and Marina Escondido gives us water and parking.

Who are the losers? It's obviously not the cruisers. We can easily move. We can spend our money anywhere we desire. The businesses in La Paz are the losers. If we assume that the average boat spends \$500 monthly to provision, not including haul-outs and major work, it doesn't take a mental giant to figure the loss of revenue — and the loss of the 10% sales tax (I.V.A.) to the city. I know of at least 10 boats that used to be in La Paz but have left — representing \$60,000 in lost revenues. Many boats have shortened their stay or are bypassing La Paz altogether. About 20 boats came to Race Week directly from the mainland, and some returning from the northern Sea of Cortez plan to go to the mainland to haul and provision.





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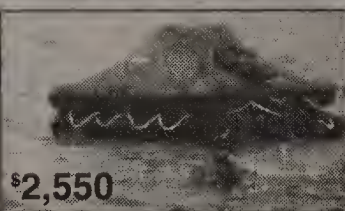


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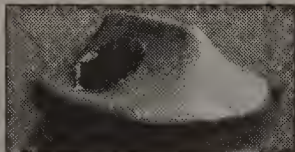
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## LETTERS

The only thing that can help La Paz is more tourism — boats and RVs included. It's the people who live in La Paz year-round who keep the businesses going. Hopefully this fee will be rescinded. There are better ways to raise money and make sure that it's going to do some good.

Gayle and Jim Hughes  
Irish Mist, K-50

Gayle & Jim — It seems pretty clear to us that the Port Captain and/or other Mexican officials have decided that they no longer want hundreds of foreign boats anchored for free in La Paz Bay for years at a time. Why else would they make life more difficult and expensive for you folks?

Since you've lived aboard in La Paz Bay for the better part of six years, perhaps your self-interest prevents you from being able to understand why somebody wouldn't want foreign nationals to live — or perhaps more accurately, squat — on the waterfront of one of their cities. Trust us, most other folks don't have any trouble comprehending.

Sure, discouraging long term liveaboards might have a short, negative impact on the city's revenues — but not a significant one. A single plane load of free-spending tourists, for example, would bring in a heck of a lot more revenue to La Paz. Besides, officials probably know that active cruisers aren't going to be deterred by reasonable fees. And those in charge might have simply decided that reclaiming their waterfront from relatively wealthy foreigners is worth whatever it might cost.

We're all in favor of there not being any anchoring fees. But the way we see it, we cruisers are guests in any country we might visit. If a government chooses to assess fees, it's their right. We have the option of deciding whether we want to pay them or stow our gear and leave.

By the way, we've talked to a number of people with boats in La Paz and Puerto Escondido who don't mind the fees. A skipper who has had his 29-footer in Puerto Escondido for the last year said, "I don't mind — and maybe the fees will get rid of some of the undesirables." Another skipper, who has had his boat in Puerto Escondido for many, many years said, "I don't mind — besides, the only ones being charged are the assholes." We'd identify these folks, but we don't want to be responsible for any bloodshed.

### PERFECTLY HAPPY TO CONTRIBUTE

Lots of lousy, rotten luck contributed to Pepina not being able to make the Baja Ha-Ha. Jeanie and I rarely get sick, but due to a combination of not eating well and working overtime to get the boat ready for the trip south, we both became very ill. I, for example, was in bed for three weeks, and during the last three days had a temperature in excess of 104°. Even more disturbing, I couldn't concentrate. I was unable to read and can't recall any of the many videos Jeanie brought home for me to watch.

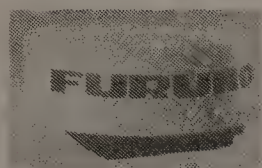
As a result of our illness and not making the Ha-Ha, we disappointed not only ourselves, but our Canadian friends Peter, Lucie, and Grafi who had been scheduled to crew. By the way, we're not looking for a refund, and hope our entry fee went to the Ha-Ha beer fund. As it stands now, we hope to leave for Cabo in early January. We're planning on a straight shot to the Cape; it should be a heck of a sail.

From time to time there have been readers' comments in *Latitude* about how visiting cruisers are treated by the U.S. government. Having considerable experience in this regard with our German-registered vessel, we'd like to say that we've found the United States to be the easiest country in the world to visit, as tourists, cruisers, and occasional workers (with legal 'green cards'). To be sure, the bureaucracy in this country can be frustrating, expensive, time-consuming, inefficient, infuriating, baffling and sometimes all of the above at once.



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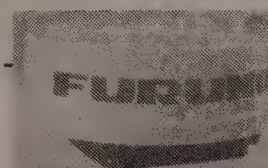
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## LETTERS

Nonetheless, Malcom Shroyer's level-headed and informative letter of last month's 'September/November' issue requires a few clarifications — especially since we speak from first-hand experience.

1) It's a breeze for a foreign cruising vessel to stay in Canada for more than six months. You just have to call customs and they'll give you an extension. We did it in '91 and '93 with no problems.

2) It's also no problem for the skipper of a foreign-registered vessel to leave the country without his boat. I have done this many times and never experienced any difficulty.

3) Our cruising permit for the United States does not state any specific ports we intend to visit, neither have we ever been asked such a question. We can travel wherever we wish.

4) The situation in the European Community was reported correctly. However, there are several ways of legally dealing with and/or getting around the problem.

Having said that, we can't understand all the fuss over 'reasonable fees' in La Paz or any other port. Having cruised many places, we view the various fees assessed as a simple form of taxation. As long as the fees and/or taxes are reasonable, we have no problem paying them. The same holds true for things like fees for kava ceremonies in Fiji, the special cruising permit needed for Alaska, the toll for the Golden Gate Bridge, and the reservations we had to make to visit Glacier Bay National Park. After all, when we visit these places we are using the many community facilities such as footpaths, roads, bridges, and services such as police and fire protection, and water supply and treatment.

Those complaining about a couple of dollars per week in fees might be interested to know that we paid \$48 one night to tie up at the fuel dock in Monterey for 14 hours — at which time we were shooed away. And during a recent visit to Kiel, Germany, we found that it would cost \$7,500 U.S. to berth in their harbor for a five-month season.

We don't entirely understand the 'marina custody' situation in Mexico, but hope the bureaucracy and paperwork with respect to 'custody' will be sorted out soon. No doubt we'll find out when we get there.

Ted and Jeanie Conway  
Pepina  
Hamburg / Alameda

*Ted & Jeanie — It's a shame you weren't able to make the Ha-Ha, but everyone understands. Crescendo, the committee boat for the Ha-Ha, became known as the "plague ship" when the five-person crew — including the Grand Poobah, became extremely ill. One of the crewmembers, who we'll only identify as Jeff Gething, apparently brought down the same spooze you had and passed it on to the rest of the crew. They — including the honeymooning Poobah and Poobette — did little laughing and much moaning during the Ha-Ha.*

*Incidentally, there were about 30 paid-up boats that weren't able to make the race. If you'll properly identify yourselves and send us a small bubble-wrap envelope and \$1 in postage, we'll be happy to send along your souvenir Baja Ha-Ha rigging knife.*

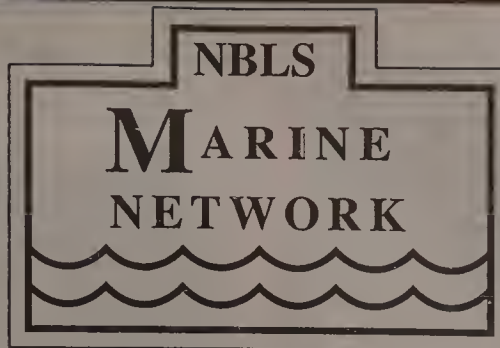
*By the way, the beer was delicious. Muchas gracias.*

### ⇕ ONE OF THE MORE CRUISER-FRIENDLY MARINAS

Having returned recently from a Sea of Cortez cruise, we were galled by Bill Robertson's October *Who are the 'winners'?* Think about it! letter. To conclude from specious assumptions that marina operators such as Mac and Mary Shroyer of Marina de La Paz are whistling the tune for the local port captain so as to gouge cruisers is the rudest kind of nonsense.

Our experience in La Paz, shortly after the anchoring fees took effect, was that the Shroyers operate one of the more cruiser-friendly marinas around. Mary Shroyer was without doubt the most efficient, competent and helpful marina manager we encountered in a year of cruising.





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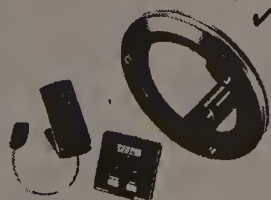
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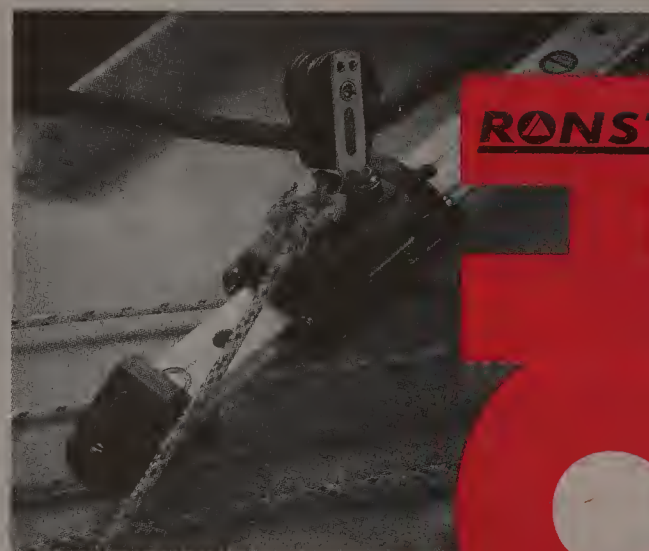
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## LETTERS

For example: When an important UPS package we posted through her office didn't reach the States, Mary — at no additional expense to us — was on the phone a number of times to UPS in Mexico City. She even called a friend in Tijuana and asked her to personally check the office there. And when the La Paz UPS office didn't answer its phone, Mary sent one of her employees up there — a couple of miles into the city — numerous times to try to get a response. We know, because more than once we were camped out on the step of the closed office when the marina worker came by.

And we're nobody special. This was our first visit to La Paz, and Mary didn't know us before we'd checked into her marina a few days earlier. Robertson called the anchoring fees "a scam brought about by the Marina Association to force people into marinas" — and named the Shroyers and two other marina operators as the ones behind it. He offered no substantiation, yet admonished, "Think about it! Who are the winners?"

We have thought about it, and can't see the logic in concluding that a \$15 per week charge — the approximate anchoring fee when we were there in April — is enough to motivate a poverty-stricken cruiser to conclude, "Well, I guess I'm better off spending \$102 a week in the marina!" That's about what Marina de La Paz cost us for a 40-foot slip, as we recall. Incidentally, that was less than half what the marina in Cabo charges.

At the time we were there — peak season, admittedly — the Shroyer's marina was full and had a waiting list. Mary Shroyer spent much of her day juggling boats and making calls on the VHF to accommodate newcomers, most of whom didn't know about the anchoring fee when they requested a marina slip. They just wanted to be in the marina because it's a nice place to be, and because it means you don't have to worry about the infamous 'La Paz waltz' that's caused by conflicting winds and tides in the anchorage.

It's hard to imagine the Shroyers having the time — or the greed implied by Robertson — to be simultaneously manipulating the Port Captain in an effort to get more boats on to their waiting list.

The final shake of our heads came as we reflected on a conversation we had with Mary Shroyer when she was busy compiling a monthly count of boats served by her marina. The Port Captain requires a monthly count — in addition to the weekly count Mary's staff also compiles. The frustrating duplication of effort caused Mary to shake her head. She said she had complained to the Port Captain, who in effect simply shrugged and said that it would be too much work for his staff to locate the weekly reports in his files and add them up for the monthly count. The point? Mary didn't seem like a marina manager with the Port Captain wrapped around her pinkie. She was as bemused by red tape as any of us.

When we were in La Paz, yachties would spend the morning on the net trading endless casual theories regarding the instigation of anchoring fees. But nobody who dealt daily with the Shroyers suggested they were in any way to blame. If Robertson has evidence rather than just presumptions, let him produce it. Otherwise, he's out of line.

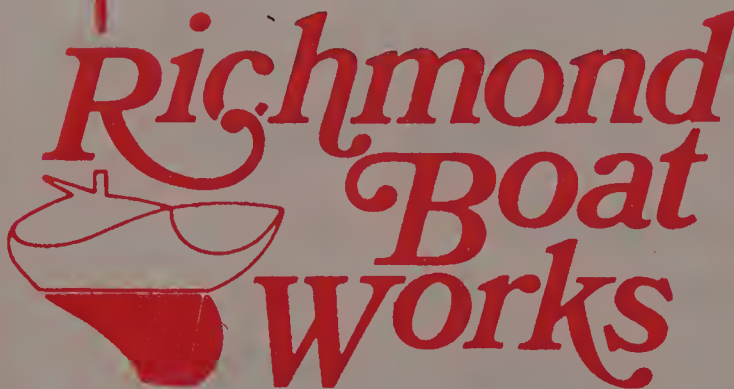
Brian and Barbara Cantwell  
Sogni d'Oro, Westsail 32

### NEED NOT BE PLACED AT AN IMPRACTICAL HEIGHT

I'm glad to hear the San Diego Harbor Police are trying to improve their tarnished image as reported in last month's *Latitude*. But the incident you described where they regressed to their former overbearing behavior — by waking the occupants of a moored boat at midnight to tell them their anchor light was not correct — was in error. As I understand it, the Harbor Police insisted the anchor light "wasn't at the masthead as the rules require".

Unless San Diego has a special rule which requires the anchor light to be at the masthead, perhaps they should read the rules of the road — that are included in their welcoming package. The U.S. Coast Guard Navigation Rule 30 (b) for inland and international waters

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## LETTERS

states: "A vessel of less than 50 meters in length may exhibit an all-round white light *where it can best be seen* instead of the lights prescribed in paragraph (a) of this Rule."

Annex 1, Section 9 (b) states that all-round lights shall not be obscured and that anchor lights need not be placed at an impractical height above the hull. Personally I think it is much easier to see a lower anchor light than the one on the masthead.

It is a Coast Guard requirement that "the operator of each self-propelled vessel 12 meters or more in length shall carry on board and maintain for ready reference a copy of the Inland Navigation Rules." Keep it handy and know what's in it.

When we were in San Diego last March, a friendly Harbor Policeman took our lines and helped us tie up at the Police Docks. We wish them well in their efforts for better relations with boaters.

Richard and Carolyn Crane  
Sea Crane  
La Paz / Orange Park, Florida

*Richard & Carolyn — You're absolutely right about that — but it actually wasn't the problem in the case referred to. As Chief Hight explained to the Wanderer during the Baja Ha-Ha Halloween Party & BBQ, the mistake his officers made is that a boat anchored in a federal anchorage does not need to show any anchor light. See page 38 of The ABCs of the California Boating Law — which is part of the outstanding 'Welcome To San Diego' packet given free to all visiting mariners by the San Diego Harbor Police.*

### ⇓THE DEAL ON BATTERIES AND EPIRBs

While on a sales trip to Southern California, I finished the October issue of *Latitude*. I was shocked to read that Lowell North, of all people, had misunderstood or been misinformed about the battery life of EPIRBs. It may well have been the latter, as everyone with a computer knows that techies aren't the best at explaining things to non-techies.

Here's the deal on batteries and EPIRBs:

All EPIRB batteries have what's called a 'shelf life', which indicates how long the battery will last. An EPIRB will operate its full 48 hours — or longer — for the full shelf life of the battery. In the case of ACR EPIRBs, which I represent, that's roughly 10 years.

EPIRB batteries also have what's called a 'half life', and something that's called a 'regulated life'. The duration of these 'lives' happens to be one and the same. They have nothing to do with performance, and everything to do with Coast Guard regulations.

The Coast Guard requires all 'commercial vessels' — such as ferries, charter boats, fishing boats — to carry an EPIRB. To make sure there's plenty of margin for error, the Coast Guard regulations ('regulated life') demand that EPIRB batteries be replaced when just half ('half life') their useful life is up.

Just to review, although the Coast Guard requires commercial vessels to replace EPIRB batteries at their 'half life' — which is oftentimes about five years — the batteries will actually operate at peak performance for the entire duration of their 'shelf life', which is 10 years.

I hope this clarifies the situation and that you can forward the information to Lowell.

Allan Molho  
Northern California rep, ACR

### ⇓IF YOU BELIEVE THAT . . .

Hopefully this will be the end of the 'Sabb stories'.

As a young kid growing up in Norway, most small fishing and pleasure boats had the Sabb engine. It weighed a ton and had a reputation for being very dependable. They tell the story of this fishing boat that sank, with its Sabb engine running, during a storm inside a harbor. The next day the boat was raised . . . with the engine still running!



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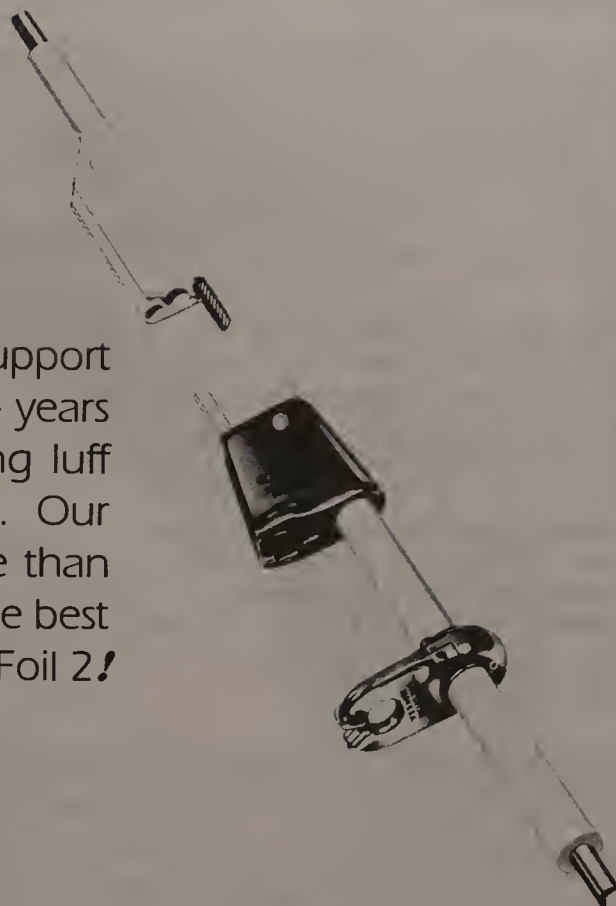
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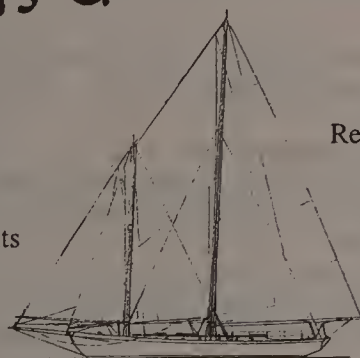
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## LETTERS

If you believe that, of course, you could also believe that the Swedes and Norwegians are 'all in it together'.

Kjell Skaar  
Knarr, US 127  
Northern California

Kjell — *The only thing we believe is that we've had enough of Saab and Sabb.*

### ⇓⇑WAIT, JUST A MINUTE, ONE LAST SABB LETTER

I'm 18 months out of California and currently in Puerto La Cruz, Venezuela. I've just seen my first copy of *Latitude* in a long time, and I noticed a letter from Kent Amberson in which he mentions he couldn't get parts for his Sabb diesel. Perhaps I can help.

When I started building *Carina*, my 31-ft Cape George Cutter, in 1978, I bought an 18-hp Sabb with a controllable pitch feathering prop. The sturdy little engines were very popular among the custom boatbuilders of the Pacific Northwest, but were too expensive for production boats. Shortly thereafter, the Seattle dealer went out of business. The only other dealer was in Florida, but I wasn't able to work with him. Besides, he's now out of business, too.

As a result, for more than a decade I have been dealing directly with the factory — with outstanding results. Their responses to my requests for information have been thorough and timely. I have also called them and spoken to a Mr. A. Hop. Parts have been shipped quickly and received with no hassles. Just wonderful!

Anyone needing Sabb parts should try contacting A. Hop at Sabb Motors, A.S., Postboks 40, N-5031 Bergen, Norway. Phone: (05) 34 3510. Fax (05) 34 4880.

I've not had to contact them since '92, and I know they've been bought by a Japanese firm. However, I expect the information is still good.

Greg Miller  
*Carina*  
Puerto La Cruz / Portland

Greg — *Your 'Sabb story' may have been the last, but it's been the best. Thanks from all owners of Sabbs.*

### ⇓⇑HATS OFF TO A GOOD IDEA

I, too, have had the misfortune of losing sailing hats on our blustery San Francisco Bay. But I finally figured out a solution.

Whenever I'd lose my hat, we'd call a 'man overboard' drill. Not only was the hat always recovered, but we got to do the drill at the most unexpected moments — which is when the real thing happens.

Robert Gleser  
*Harmony*  
Alameda

Robert — *Excellent idea! Fun, too.*

### ⇓⇑WE WEREN'T IMPACTED BY THE CHANGES

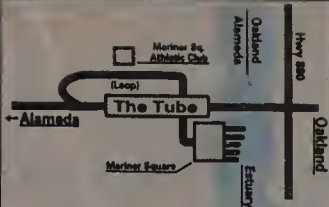
We thought you'd find the following clipping from *Honolulu Mid-Week* interesting:

"One year ago, hot on the trail of critical votes in a three-way governor's race, Ben Cayetano held himself out as the candidate who would give the state a world-class boating program, *Star-Bulletin* Water Ways columnist Ray Pendleton wrote: 'I'm sure, if this is more than just another campaign promise, we will see a more boater-friendly administration in Hawaii's state government next year'.

"It is now next year. And Pendleton doesn't see anything much more than the campaign promises. Nor do most of the boaters I've been talking to in the last month. Boat broker Todd Liddy cuts right to the chase. 'This is an anti-boating state'."

By the way, it looks to us like the San Diego Harbor Police are making efforts in the proper direction in their dealings with the





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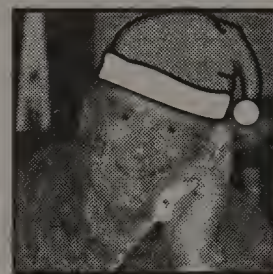


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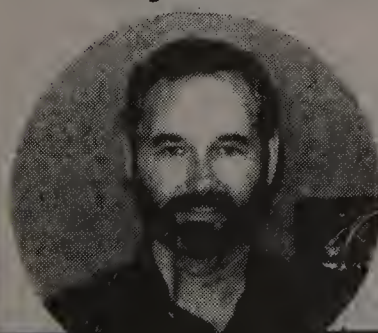
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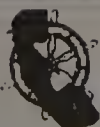
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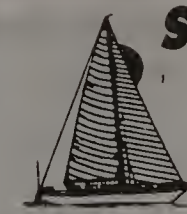
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## LETTERS

boating community. *Latitude* undoubtedly played a positive role in this development. Thank you!

With regards to cruising Mexico and the latest changes there, we found it as enjoyable as ever last year, which marked our fifth voyage south of the border. We can't wait to go back. Personally, we weren't impacted at all by the changes — and we went as far south as Z-town and as far north as Loreto. It was fun all the way!

Drew and Dennis Duke  
*Drumbeat*  
 In Hawaii

*Drew & Dennis — A political candidate not following through on his campaign promises? Now there's a first! We're not sure if Hawaii is anti-boating or merely apathetic, but they're certainly not pro-boating.*

*As for the San Diego Harbor Police and Chief Hight, we have nothing but the highest hopes. As most folks know, we and our readers gave the chief and his officers a huge amount of criticism last year. From everything we've seen, they've responded in the most positive manner possible — something that shocked us more than the 49ers whipping Dallas.*

*We're convinced that Chief Hight is committed to doing everything he can to make San Diego the most attractive destination for mariners on the West Coast. We also like to flatter ourselves by thinking *Latitude* indeed had something to do with the changes. As such, if anyone has a problem with the San Diego Harbor Police and can't get satisfaction, we'd be happy to hear your beef. If we think it's more than whining, we'll give the chief a call on your behalf.*

*As for your not being affected by the 'changes' in Mexico, we're not the least bit surprised. It's a great place to cruise — particularly for first-time cruisers. Incidentally, Enrique Fernandez, the General Director of the Cabo Isle Marina and probably the person most up to speed on the complicated situation in Mexico, says that *Latitude's* 'September/November' Sightings on the subject was the most accurate he's seen. He notes even the Cabo papers had it all wrong. Keep in mind, however, that the situation in Mexico is in flux and always subject to change.*

### ↓↑ KUDOS FROM THE COUCH AREN'T NEEDED

I enjoyed the Racing Editor's general thoughts about the difference between the national championships of various sailing classes and the championships of professional sports such as football, baseball and boxing.

But I think he's confusing two things. It's more complicated than this, but basically, if it's not amateur, it's not really sport. The other thing is that professional 'sports' are just business; the entertainment business.

For those of us who participate in sailing nationals and get pickle dishes and high-fives rather than tens of thousands of dollars when we win, the real rewards are the participation itself and the informed appreciation of other sailors — not the kudos of couch potatoes.

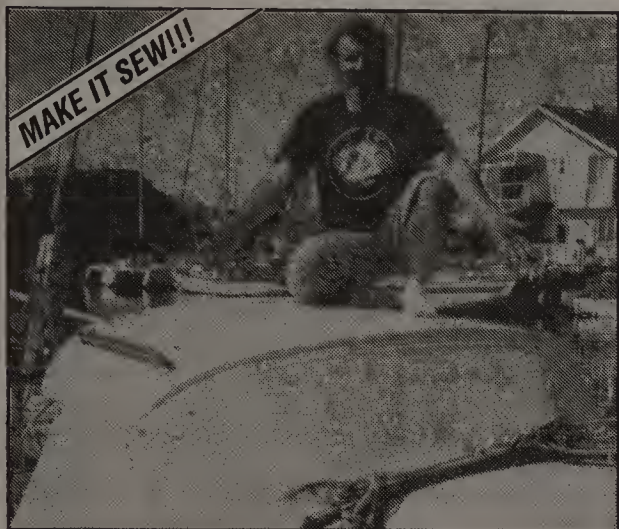
Arthur Davies  
 Suburban Maryland

*Arthur — There's yet another difference between those who participate in amateur as opposed to professional athletics — participant IQs that on the average are higher than the room temperature with the air conditioner on full blast.*

*One of the funniest — and most tragic — lines we ever heard was spoken by one of the world's most successful basketball players during a recent visit to Athens, Greece. When asked if he'd been to the Acropolis, he responded: "I've been to so many nightclubs, I can't remember if I hit that one or not." Perhaps we're being a little too hard on the guy, as he only had three years of college before turning professional.*



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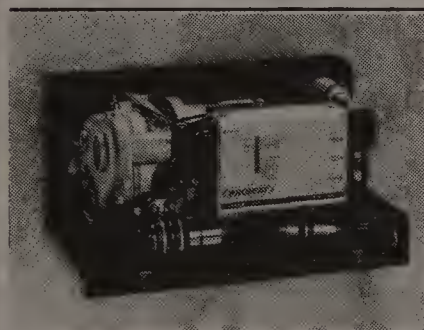
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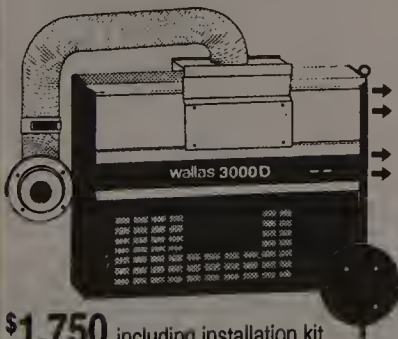
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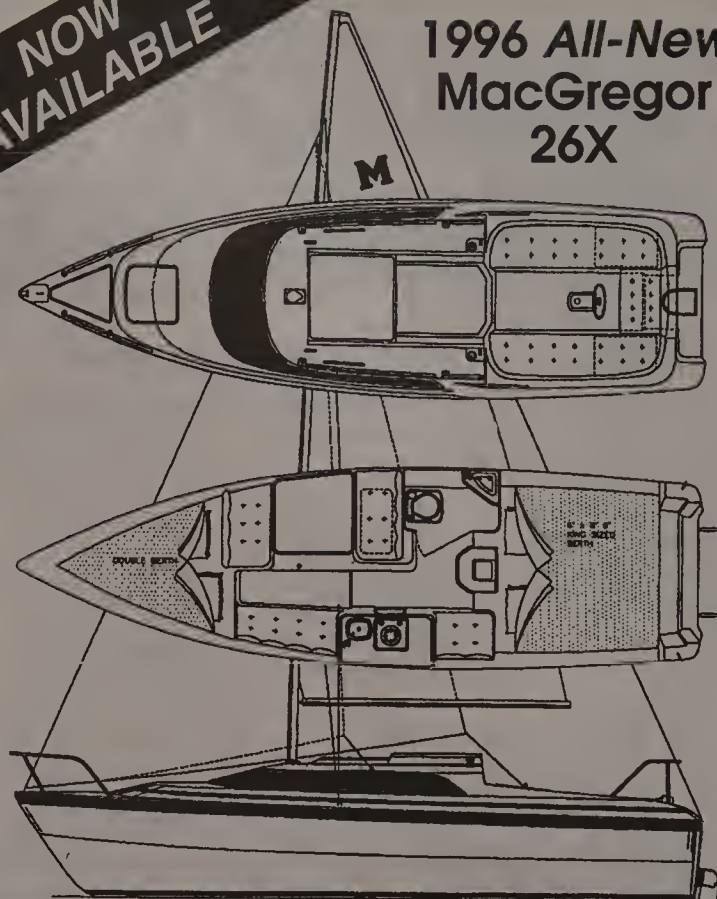


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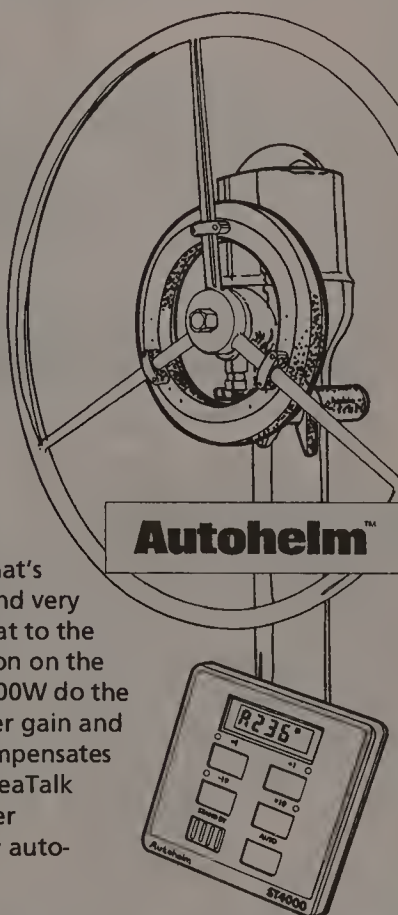
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## LOOSE LIPS

### Eight Bells.

We are always saddened to learn of the loss of members of the *Latitude* 'family', but November brought a particular shock: three well-known and respected members of the local marine industry died in what we can only deem tragic circumstances. Our condolences go out to the family and friends of Mike Kushner, Duane Higbee and Steve LaViolette.

**Mike Kushner**, owner of Anchorage Brokers and Consultants (ABC) in Sausalito, died in his sleep the morning of November 3 at Novato Community Hospital of a heart aneurism. He was admitted earlier in the day complaining of chest pains. Mike was only 44.

Born in New York City, Mike learned sailing from his father on Long Island Sound beginning at age 4. He went on to earn degrees in both education and engineering — and to turn his love of sailing into a career. He became a yacht broker and delivery skipper, transporting yachts of all sizes to and from ports around the world.

Mike found his way to the Bay Area and founded the business that would become Anchorage Brokers and Consultants in 1978. Mike was well-respected as a consummate professional in his business dealings, always putting the customer first — often going out of his way after-hours to volunteer his time and expertise. In his personal life, he and his wife Junette enjoyed their 20 years of love and togetherness to the hilt — with much of their vacations spent chartering boats in Greece, Mexico, the Pacific Northwest and the Caribbean.

Those wishing to make donations in Mike's name may do so to the Kushner Fund, c/o Sausalito YC, P.O. Box 267, Sausalito, CA 94965. Plans are in the works to establish a non-profit sailing foundation in Mike's name.

**Steven LaViolette** was killed in a plane crash on the evening of Wednesday, November 8, while helping in an Air Lifeline medical emergency flight to northern California. He was 45.

Steve was the owner of Alta Marine Electronics in Alameda, a business he had run for almost 10 years. He was well-known to boaters as a man skilled in both electronics and custom installation work. Many boats now sailing the Bay or off cruising the distant waters of the world bear the legacy of his work.

Away from boating, Steve was an avid amateur radio enthusiast who freely donated his time and knowledge at various local seminars. He had also learned to fly in the last year, and was accompanying pilot Duane Higbee in the medical mercy flight of two people to Arcata. Higbee and the two passengers also died in the crash.

**Duane Higbee**, 64, was another man well-known to Bay Area boaters. At avid sailor in the '70s and '80s, Higbee crewed on many TransPac and Mexico races. The Higbee family also owned the houseboat *Shiphouse* which was a familiar site on the Delta.

Higbee, co-founder of Tedrick-Higbee Bayrisk Insurance Brokers, Inc., specialized in the recreational marine industry. His background in boating stood him in good stead with marina and boatyard owners, who saw him as a professional who understood their businesses. In recent years, many yacht club representatives also cultivated an admiration and respect for Higbee as his brokerage expanded to providing business coverages for yacht clubs.

Within the marine industry, he was active in the Northern California Marine Association (NCMA) and the Marina and Recreation Association (MRA). Outside the industry, Duane enjoyed a longtime passion for flying, and for the last two years had volunteered his time, money and private aircraft to Air Life Line, a non-profit organization which transports patients and human organs from one medical center to another. It was during one of these flights that the airplane crashed in Kneeland, just minutes from the runway in Arcata. The cause of the crash is still under investigation.

Higbee is survived by his wife, Barbara, five children and eight grandchildren. He will be remembered most for his generous personality, his passion for boating and flying, his strong work ethic and his unwavering love for his family.

*Editor's Note: All these businesses plan to continue operation.*



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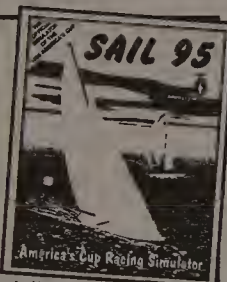
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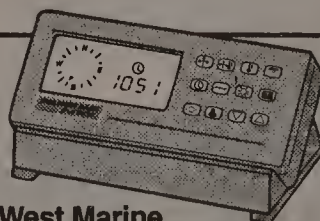
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## LOOSE LIPS

Golden opportunities.

If the federal government is back in business by the time you read this, you might think about making that New Year's resolution to 'get more culture' a reality *before* January 1. We're talking about a number of historical tours put on by the National Park Service in the Golden Gate National Recreation Area. Most of these don't have a whole lot to do with sailing — with the exception of the long-awaited reopening of the Point Bonita Lighthouse on December 6, where visitors will be treated to both a sunset and moonrise from the lighthouse — but they're chocked full of local interest. Among the programs are a December 8 discussion of the 'Jewel City' built for the 1915 World's Fair (present site of the St. Francis YC); a December 5 walk around the Presidio Cemetery, final resting place to a Civil War spy, an Indian scout and 35 medal of honor recipients; and a December 3 tour of the former Nike missile silo on the Marin Headlands. The tours are free, but require advanced reservations. Call (415) 561-4323 for more information.

Words from sailing.

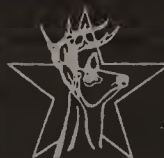
According to the *Chronicle's* Sunday 'Grab Bag', the term 'slush fund' comes from sailing. Seems on old time sailing ships, the fat melted out of salt pork was called 'slush'. Some was used to grease the masts (so hoops would slip up and down easier), and a bit was undoubtedly used to smooth the surface of storm-tossed seas. But the majority was stored in vats and sold ashore. The money from that sale — the slush fund, as it were — was traditionally used to supply special comforts for the crew.

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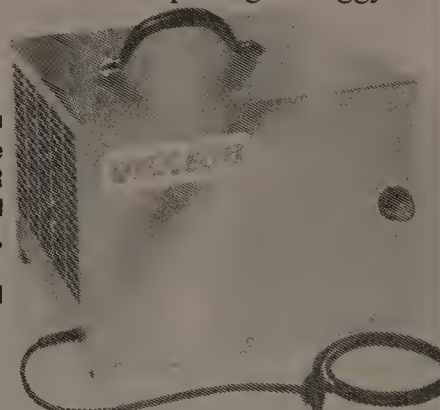
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# SIGHTINGS

## a september to remember

Were you one of the ones we fooled? Come on, admit it. Did you actually think we made a *mistake* by printing 'September' on the cover of our November issue? Ha ha ha — us? A mistake? Har har har. That's rich.

What really happened was one of the great journalistic experiments of the 20th century. You've all heard the lines: "Can't believe everything you read," "If they wrote it, it must be true" and so on. Well, we put the notions to the ultimate test: print the incorrect month on the cover and see what happens.

The results speak for themselves. Not only were we (and are we still) being swamped with calls, but several interesting phenomena occurred that defy all other explanation. "September Warmth in November" touted one article in the November 14 *Chronicle*, for instance. Elsewhere, Napa vineyards enjoyed the year's second big grape harvest, the sun stopped its winter declination for four straight weeks and all the grand prix yachts returned to the St. Francis last month for another Big Boat Series. "Seems like we just did this yesterday," remarked one crewman.

Such is the power of the written word.

Okay, okay. What *really* happened was a glitch in the printing process involving overlays, late changes and other technical stuff. As mind-boggling as it may sound, no one noticed the mistake until all 40-some thousand November magazines were printed, trimmed and bound in bundles. In other

continued outside column of next sightings page

## a walk

Long before San Francisco became one of the top tourist cities in the World, its lifeblood was shipping. From humble beginnings in the early 1800s, through the gold rush boom up until the late '50s and early '60s, San Francisco was a vital West Coast shipping port. Sailing played a major part in that history, and at one time or another, most of the famous sailing merchantmen of story and legend visited here.

Until recently, that legacy has been all but invisible. With all due respect to the historic fleet and museum at Hyde Street Pier — among the best of their type in the world — access to many historical sites in the city has been chained off, cleared away or literally buried beneath our feet.

Happily, that changed last month with the completion of a project by the City Arts Commission to erect a series of pylons, plaques and other markers in key areas





## through history

around the waterfront. By means of words and pictures, these commemorate the evolution of the City by the Bay.

Seafaring highlights range from markers indicating buried gold rush ships (some two score are still buried beneath downtown streets and buildings), the hijinks of the Barbary Coast crimps (unsavory characters who bled drunken sailors of their money and put them on outbound ships) to the 'White Angel Jungle', a haven of hope for shipless sailors and others suffering through the hard times of the depression.

The pylon at Pier 27 commemorates the clipper ships that used to dock there, and includes mention of one of our favorite sea stories ever. It was that of the clipper *Neptune's Car*, which departed New York in 1856 bound for San Francisco under the command of Captain Joshua Patton. As was

continued middle of next sightings page

## september — cont'd

words, way too late to fix.

The good news is in the burgeoning collectability of *Latitude 38*. No less an authority than Sotheby's has informed us that the misdated November issue

### September Warmth in November

Record highs hit  
— more sunshine  
still to come

By Carl Nolte  
Chronicle Staff Writer

Warm weather that has made  
November feel like a

1945.

It was an extraordinarily warm day for late fall all around the Bay Area — 82 in San Jose and Concord at 1 p.m., 80 in Santa Rosa and 72 at the Oakland airport.

It was warm enough that the California Department of Forestry warned of fire danger, especially since the forests

The long dry spell — only 0.07 of an inch of rain since July 1 in San Francisco — compares with a normal rainfall of 2.89 inches to date. On this day last year, San Francisco had 8.24 inches of rain, in what turned out to be the start of a very wet season.

It is still too soon to worry

has the collector potential of that double-struck Lincoln penny, the upside-down airplane stamp, or the 'two' October 1981 *Latitude 38* issues. (We misdated that November issue, too.) So hang onto yours.

A couple of tips to delineate the '95 November issue from the real September one: Right now, go over with your felt-tip pen, cross out September on the cover and write in November. Or just remember that the *real* November cover colors are red and gold. Or you can just look down at the bottom of the page of the issue you're reading. The correct month and year will always appear there.

We hope.

## fire down below

The sad scene you see at left occurred off Marina del Rey on October 19. The boat is *Virago*, a Roberts 55 owned by Werner and Gabriela Kid. The German couple had bought her in Washington and were bound south to San Diego to participate in the October 30 start of the *Baja Ha-Ha* cruiser's rally to Cabo San Lucas.

They arrived in Marina del Rey on October 18, where Gabriela apparently decided she had had enough of cruising, because she packed her bags and got off the boat. Werner, for reasons known only to himself, then took *Virago* out to a point about a mile off the breakwater and, with a parting shot from a flare gun, set the boat afire and jumped overboard.

Suicide seems to been the goal, because it reportedly took some doing on the part of both the Coast Guard and Sheriff's Baywatch crews to rescue Kid. (The Coast Guard report also indicates that Werner had tried to kill himself by firing the flare gun at his head.) It reportedly took the coordinated efforts of both crews to corral the distraught yachtsman and drag him aboard, and even then he had to handcuffed.

(We were unable to contact the Kids directly, as they have reportedly returned to Germany.)

As if the whole episode weren't already bizarre enough, the real Baywatch boat put out the fire on *Virago*, and the TV *Baywatch* people want to use the film of it in one of their episodes.

## field of broken dreams

We've all seen the pictures in the newspapers and on TV: boats piled on top of one another, washed up on beaches and tossed about like children's toys. Broken spars, gaping holes, damaged keels — another hurricane takes its toll. But after the fleeting images are gone, did you ever wonder what happens to the boats? Is there 'life after the hurricane'?

When hurricane *Opal* swept through Florida's panhandle region on October 4, it played no favorites. One of the worst hurricanes to hit the Gulf Coast since 1969, it literally decimated barrier islands, beachfront homes and resorts along a 150-mile stretch of Florida's 'riviera'. Resort communities such as Fort Walton, Destin and Panama City Beach — recently voted the 'most beautiful

continued outside column of next sightings page



# SIGHTINGS

## broken dreams — cont'd

beach in America' — were hit the worst, with property damage estimated at over \$2 billion.

For boat owners in the area, the news was equally grim. Virginia-based insurer BOAT/US, which seems to have handled most of the Florida claims, estimated damage to boats at \$30 million. The only 'silver lining' for some of the insured was a process BOAT/US pioneered after hurricane *Hugo* in 1989, and has refined after hurricanes *Bob* and *Andrew*.

Within days of the storm, a 'catastrophe field team' led by a BOAT/US team leader arrives on the scene. This group of disaster specialists is made up of marine professionals from California to Massachusetts, Maryland to Florida. In the case of hurricane *Opal*, they assessed damage and estimated repairs for nearly 400 insured boats in the area.

When the cost of repairing a boat equals or exceeds 80% of the insured

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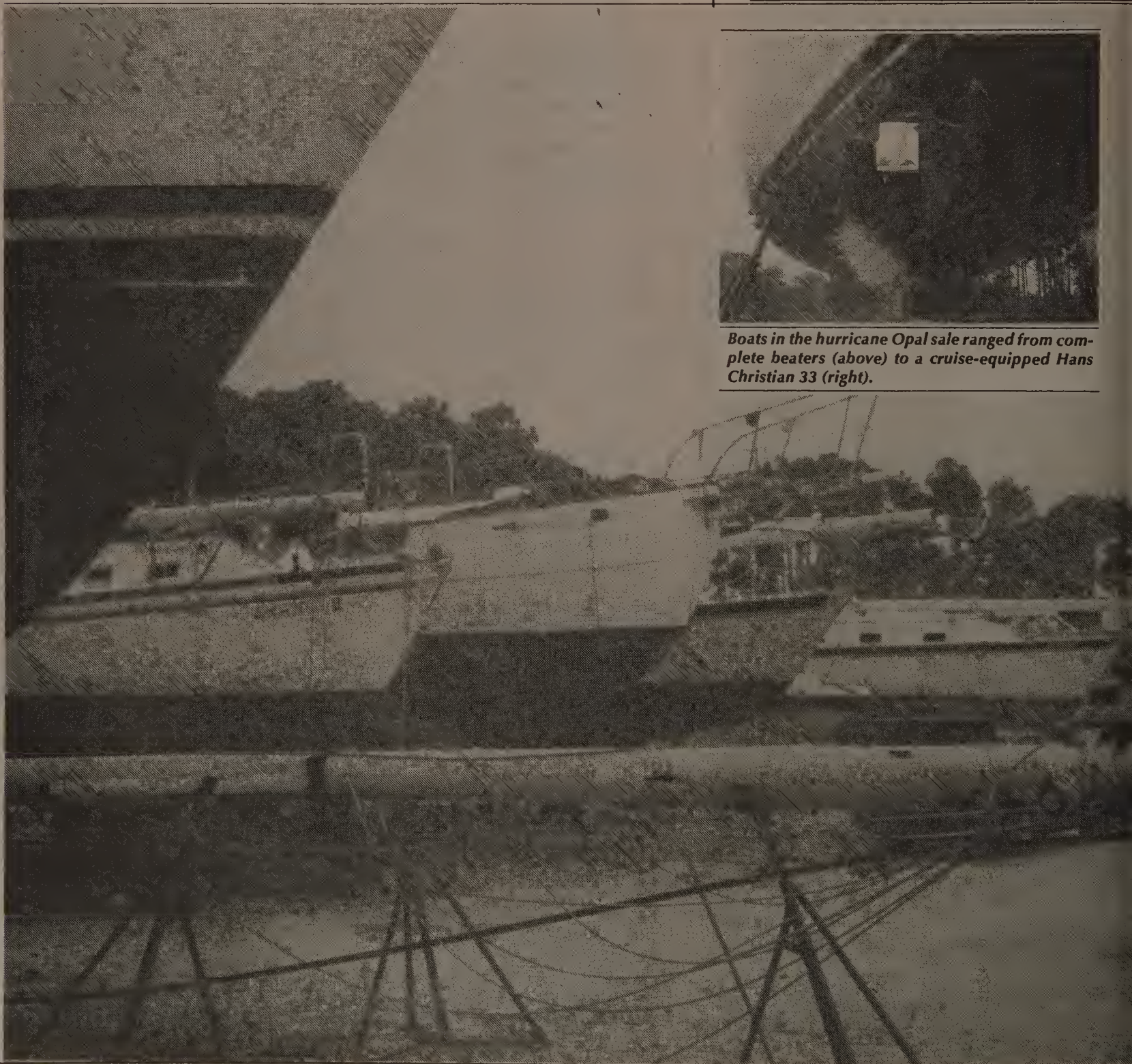
## history

the custom in those days, Patton's wife Mary Ann was also aboard. As the ship neared Cape Horn, Captain Patten was stricken with an illness (later diagnosed as tuberculosis) which rendered him blind and delirious.

With the full support of the crew, Mary Ann took command. Self-taught in the art of

## assault on

Our brief mention last month of a freak wave that hit the Cunard liner *Queen Elizabeth II* south of Newfoundland drew a re-



Boats in the hurricane *Opal* sale ranged from complete beaters (above) to a cruise-equipped *Hans Christian 33* (right).



## — cont'd

navigation, she guided the ship around the Horn — encountering one of the fiercest storms ever recorded in the process — and made San Francisco in good time with crew and cargo intact. At the time, she was 19 and pregnant.

## a queen

sponse from Nancy Mayer of Portola Valley. Nancy was a passenger aboard the 963-ft

continued middle of next sightings page



## broken dreams — cont'd

value, the vessel is deemed a 'constructive total loss' and the boat owner is compensated for the full insured value. The insured party then has the first option to buy back the vessel for the salvage value. This amount, determined by one or more surveyors, ranges from 1/10 to 1/3 of the insured value. If the insured declines, the vessel is added to a list of boats to be sold at a central staging yard.

That's where Harold Gilreath comes in. A Georgia-based marine surveyor and former North Sails loft owner, Gilreath serves as coordinator for the staging yard activities and 'master of ceremonies' for the sale of totaled boats — an innovation that saves days and even weeks previously spent processing such boats on an individual basis.

Fifty-five *Opal*-ravaged boats were transported to a field near Destin, Florida. The ratio of sail to power boats was about 4 to 1, according to Gilreath, with the former ranging from daysailers to ocean passage makers. Hunter, Catalina and Irwin were the most popular makes, with almost all models of mid-'80s vintage. The most popular sailboat (and center of the most bidding action) was — not surprisingly — a cruise-equipped Hans Christian 33. Several other cruisers, including an Island Packet 31, were close behind. Some were damaged so badly that they were literally reduced to 'parts' boats. Others seemed relatively intact, with mostly superficial and cosmetic damage. All are offered on an absolutely 'as is' basis.

The sealed-bid sale — BOAT/US is careful to point out this is *not* an auction — was not formally advertised. But it doesn't take long for word to get out.

When the field was 'built', they came — hundreds of people from all over the southeast and as far away as Europe were given free access to inspect the boats the last weekend of October. By the time the bidding deadline arrived at noon on Monday, October 30, Gilreath and his team had accepted nearly 1,000 bids; many from potential buyers who bid on several boats. "We were so busy that we ran out of bid forms," he says. "We were only expecting about 500 bidders."

The successful (highest) bidders were contacted by Gilreath and BOAT/US staff. They had until noon on Wednesday, November 1, to place a deposit on their 'new' boats. The deadline for having them moved off the premises was November 15. Did anyone get 'cold feet' after the sale? Only a handful, reports Gilreath. But no problem, he just calls the next highest bidder, and then the next and the next until someone comes through with the money.

By mid-November, as Gilreath prepared to depart from the scene, he reported that the boat removal was progressing on schedule and the company was delighted with the results. As for the new owners? Only time will tell if their investments paid off. Many have doubtless bought a huge headache that will be back in the classifieds soon, while others may have found the boat of a lifetime — for a dream of a price.

— john 'woody' skoriak

## the adventures of uncle earl

When she was a young girl growing up in the San Fernando Valley some 40 years ago, Gladys Bush of San Jose vividly remembers playing dominoes with her neighbor, a blue-eyed, blond-haired, Norwegian-born ship captain who interspersed his play with lively adventure stories. There were tales of being captured by Indians in Uruguay, of meeting Ernest Hemingway and of surviving the torpedoing of a 400-foot sailing ship at the end of World War I.

"My mother warned me not to believe too much of what 'Uncle Earl' told us," says Gladys. "We've come to realize now that he was telling the truth." Indeed, if honesty is a prerequisite to a long and fulfilling life, then Earl Schetne is nothing if not a veracious man. Now enjoying his 95th year, this spry, self-deprecating and mischievous old salt recently visited Gladys and her family. During a lunchtime stopover in Oakland while on his way to look for charts for his next (!) voyage, Earl, along with Gladys and her partner Dan Heinrichs, spent an hour with us recalling some of his amazing life. Actually, in many cases, it was Gladys who recalled the stories and Earl would verify

continued outside column of next sightings page

ALL PHOTOS WOODY SKORIAK



## uncle earl — cont'd

and/or embellish them after she brought them up.

Schetne certainly looks the part of a man blessed by a life at sea. Although his hair has gone silvery gray, his eyes are as blue as the Pacific sky and his



Above, Earl Schetne, 95 and still making the young girls smile. Right, dashing through the blow aboard the schooner 'Valor' in the '50s. Inset, 'Valor' in calmer seas.

weathered hands have been brined from years of salt water rinse. The blue and white silk scarf around his neck hints at the seafaring lad he once was. He recalls names and dates with little effort, and punctuates most yarns with a smile and infectious giggle.

Born in Norway, Earl knew he wanted to be a sailor early on. His first voyage was an unplanned journey across a fjord aboard a raft that he and his siblings launched during a family outing. Unable to get back to their launch site, the kids just kept going, sailing 16 miles back to their home town, where their relieved parents caught up with them.

Earl lost his father at age 12. An uncle wanted to send him to Germany to become an engineer, but Earl had other plans and went to sea as a deck boy in 1914 aboard a 250-foot, three-masted barque. He says they weren't big on instruction in those days. "They just told us to go to the top of the mast and pull in the sail," he recalls. They weren't much on safety, either. "If you weren't strong enough to hang on," he says, "then you deserved to fall overboard."

Earl's ship made a circuit between Norway and Florida. Shortly after leaving the States with a load of resin bound for Estonia, World War I broke out. Without a radio, Earl's shipmates didn't know what was going on, but a German submarine clarified things by blowing the ship up. Since the resin was headed for the German Army, Earl likes to point out that the "yoke was on the Yermans!"

In all, Earl had five ships bombed out from under him during the war. The final sinking actually came just after the war ended. Earl found out later that the Germans had armed their submarines with a new, more powerful torpedo that had never been tested and, well, it worked. The 400-foot cargo ship Earl was on blew up and sank, killing all but four of the crew. Earl and his surviving mates clung to the largest floating object they could find — the ship's cabin — until they were rescued.

In 1919, Earl put ashore at Montevideo, Uruguay, and set off inland with a partner to hunt for gold. Instead, they were captured by natives. Presented to the chief, Earl expected the worst. Instead, he was shocked to discover the chief was so enamored of his blond hair, blue eyes and handsome features that he wanted him to impregnate his daughter! Earl obliged, in part because he wasn't allowed to leave or go anywhere without an armed escort. After four months of priapic service (which did result in the maiden's pregnancy), Earl and his friend waited until their hosts became drunk one night and escaped on horseback.

A decade later, Earl was serving as quartermaster aboard the steamship *City of Honolulu*, making runs between Los Angeles and Hawaii. A passenger approached the ship's captain asking if any of the crew were sailors, and was referred to Earl. The man wanted someone to skipper his 70-ft private schooner and Earl took him up on the offer.

That led to more yacht work, and for the next three decades, Earl captained the boats of the wealthy and the famous. His wife and son were

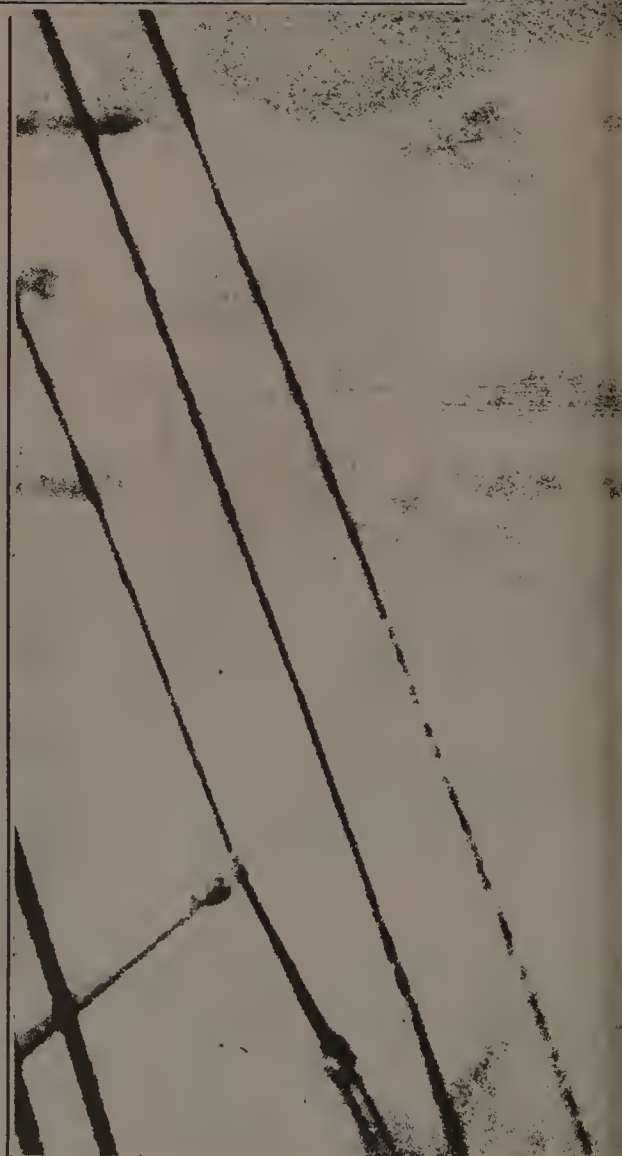
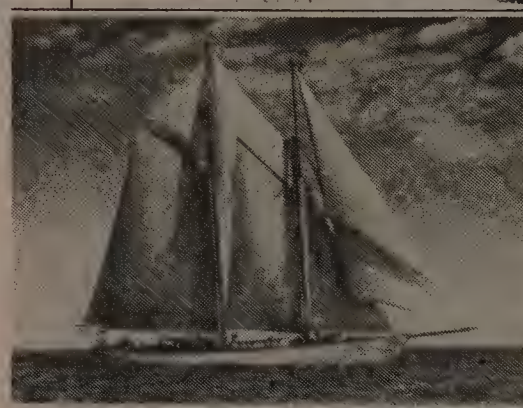
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## queen

ship, which was two days from New York on a trip from England when they encountered the remnants of hurricane Luis.

Did we say 'remnants'? This is definitely one storm that raged against the dying of the light. By late Sunday, September 10, the wind was shrieking past the ship at 120 mph.

Captain Ronald Warwick — whose father also once commanded the ship — had slowed the *'Queen'* from 25 knots to 5, heading her 70,000-ton bulk into the teeth of the gale. The decks were secured (no one





## — cont'd

allowed outside), and most of the 2,000 passengers had retired to their cabins. Waves in the 40-foot range charged past, but with her stabilizers the liner rode pretty comfortably, reports Nancy.

Shortly after 2 a.m., Captain Warwick and his bridge crew looked out to see an approaching graybeard whose crest was even with the bridge — 95 feet above the water. "It looked as if we were going straight into the white cliffs of Dover," he said.

continued middle of next sightings page

## uncle earl — cont'd

based in Southern California while Earl attended to his clients, which included the German film director Count Mernau, sporting goods manufacturer Keith Spaulding, San Francisco banker Templeton Crocker and Texas cotton broker and banker Benjamin Clayton.

Mentioning the latter two evoked a few yarns from Earl. When Crocker brought his first *Zaca*, a 70-ft, two-masted schooner, to San Francisco, Earl remembers being on deck one day in the San Francisco yacht harbor. A big Cadillac pulled up and disgorged an elderly lady, who came down on the dock and began looking over the vessel. After a few minutes of ardent inspection, she called for her son, who was down below. "Templeton," she said as only a mother can, "you're not going to sea in this little thing, are you?"

From 1950 to 1964, Earl captained Clayton's sleek, 113-ft schooner *Valor*.

continued outside column of next sightings page



COURTESY EARL SCHETNE



# SIGHTINGS

## uncle earl — cont'd

The boat was at sea eight months out of every year, with frequent trips to Mexico and the Caribbean. Around 1952, they were docked in Havana. Sitting at the local bar, Earl was informed that Ernest Hemingway wanted to say hello and see the boat. After a tour, Hemingway invited Earl and his boss out to his house for lunch. At the conclusion of their meal, Clayton said it was time for his nap. Being a gracious host, Hemingway offered to send one of the

continued outside column of next sightings page

**say it ain't so, hank!**





## queen — cont'd

Everyone on the bridge braced for the impact, no doubt flashing on the old disaster movie, *The Poseidon Adventure*.

The wave exploded over the bow, sending an estimated 60,000 tons of water cascading over the liner's foredeck. A deep

continued middle of next sightings page

## uncle earl — cont'd

house girls along to keep him company. The Texan, who Earl says was painfully shy, politely refused. But he couldn't stop talking about it on the car ride to the boat. "We went back a few more times and Hemingway would always make the same offer," Earl says.

After retiring from skippering jobs that kept him away from home so long, Earl kept busy delivering boats from the West Coast to the East for 10 years until his captain's license expired in 1975. His wanderlust remained, however, and he traveled back and forth between Hawaii, Norway, Mexico and California.

In the late 1980s, he purchased a 24-foot sloop and named it *Ta De Me Ro*, which is Norwegian for 'take it easy.' Just one month after a double hernia operation — his first visit to a doctor in almost 40 years — Earl took off singlehanded from Dana Point to Zihuatenejo. During the 2,000-mile voyage, he encountered a storm with hurricane-force winds. Eventually he just buttoned up the boat, poured himself a rum and Coke and went to sleep. "It was no trouble," he laughs.

Now Earl wants to make one more trip. He's talking about sailing *Ta De Me Ro* from Mexico to the Mariana Islands in the Pacific. At first, the thought of a 95-year-old sailing thousands of miles alone may sound ludicrous, but Earl's taken a philosophical approach. If he makes it, he says, fine. If he doesn't, there are a lot of his friends waiting for him. "The old sailors," Earl says, "used to tell us youngsters that when they died they all went to a special island where the drinks were on the table, the music was playing and the girls were dancing. I'm looking forward to seeing them there."

— shimon van collie

## no runs, one big hit and lots of errors

Last month, in our *Coast Watch* feature, we printed some inaccurate information. (Which despite what you might think, we try our best not to do.) The report involved the grounding, subsequent sinking, and implied fuel spill from the fishing vessel 'Bolo' on Twin Lakes Beach in Santa Cruz on September 23 — which ironically was also Beach Cleanup Day.

It turns out the information on which that item was based contained some substantial fact errors. We'd like to take this opportunity to set things straight.

The 40-ft steel fishing vessel *Bono* (not 'Bolo') did indeed go onto Twin Lakes Beach in the wee hours of September 23 after helmsman Paul Zeiss fell asleep. Why was he asleep? After a full day of fishing, his wife had called to inform him and the skipper, Tim Lybrand, that she had gone into labor and needed Paul to come home ASAP. The combination of exhaustion and steaming all night through deteriorating weather proved too much, and he couldn't stay awake.

The errors contained in the search and rescue summaries we receive twice monthly from the Coast Guard involved what happened after the boat went on the beach. She did not, as the report indicated, split up, sink or spill any fuel. In fact, one of the first actions taken was to get the fuel off.

It took five days to get *Bono* off the beach, and by all accounts it was a heroic effort by all concerned. Huge surf hampered efforts to build a plywood 'road' for a 140-ton crane to move onto the site, but on the fifth day, *Bono* was finally placed on a lowboy trailer and taken to Harbor Marine in Santa Cruz. There, repair work commenced. The boat finally went back into the water on November 17, but there's much work to be done before she's fishing again. And therein lies the most heartwarming part of the story.

It cost \$35,000 to get the boat off the beach, and an additional \$4,000 to get her to Harbor Marine. That pretty much cleaned Tim Lybrand out. *Bono* represented not only his life's investment, but his livelihood and his home, as well. Although the engine and much of the machinery is rebuildable, all the electronics and most of Tim's personal belongings were ruined. The estimate for getting the boat seaworthy again is \$55,000.

Tim and his family, including grandparents Bob and Norma Loehr who bought the then 5-year-old boat in 1979 (*Bono* is a combination of their first names) are well-liked and well-respected both in and out of the Santa Cruz fishing community. Friends and supporters rallied. Other fishermen comprised

continued outside column of next sightings page



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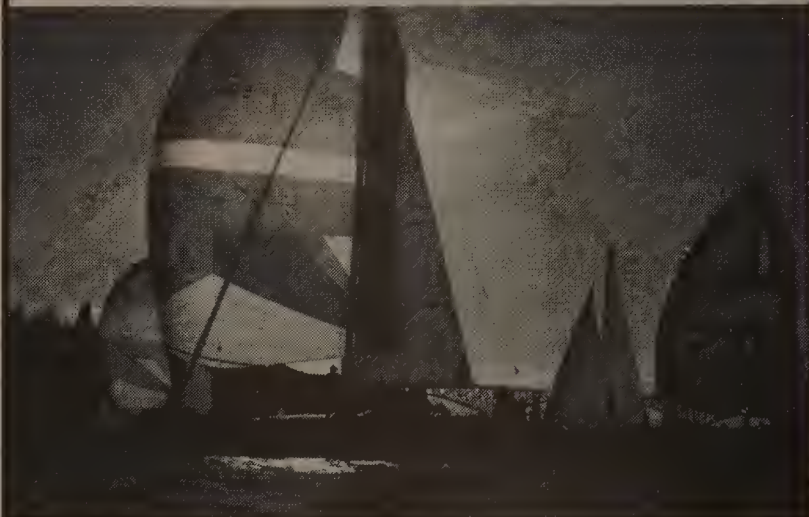
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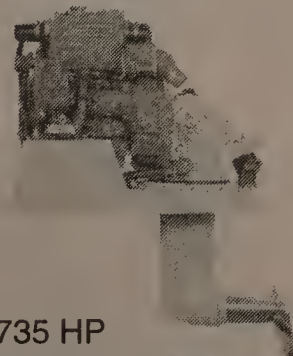
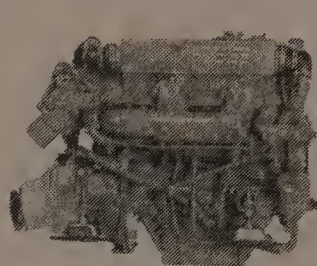


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# SIGHTINGS

## errors — cont'd

much of the workforce that got *Bono* repaired at the yard, and they continue to put in many hours aboard back at her slip. On November 15, a 'Bono Benefit' was arranged at the Crow's Nest. Approximately 250 people attended — some boaters, many not. A few donated prizes were given away and, says Bob Loehr, "Some very generous donations were made."

We have supplied the Coast Guard with the above information, which we received in conversations with Bob Loehr and West Marine's Chuck Strelitz, as well as several newspaper articles. Hopefully, it will migrate down the right channels and make all our reporting more accurate in the future.

As for the Loehr and Lybrand families, although they'll be financially poorer for awhile, we're certain that there was a lot of gratitude felt around that dinner table on Thanksgiving. In fact, if the outpouring of support and volunteer help is even half as enthusiastic as we've been led to believe, we'd call them downright wealthy.

## a look at books

Continuing something of a tradition around here, we now bring you a short rundown of some of the more interesting new books that have come out over the last year or so. As with years past, be aware that these are not book 'reviews' in the normal sense. We don't pretend to have read every book here, but base these entries on talks with book sellers, book readers, our own perceptions (we have read some of them), variety (kids, how-tos, history, etc.) and hey — the fact that we need to find a few gifts ourselves for those hard to please friends. If you don't see anything you like here, check out this month's *Max Ebb*, where Max and Lee air a few preferences of their own.

**Cape Horn** (Felix Reisenberg, \$39.95) — What Reisenberg has done — to great effect — is compile some of the greatest sea stories of Cape Horn we've ever laid eyes on. Although many of the accounts, taken from the logs and writings of old, have the ring of a Patrick O'Brian novel, all these stories are true, which makes them even more dramatic. A great chronicle of the most formidable passage on earth.

**T. Jay's Log** (T. Jay Rockford and Daniel Parr, \$12.95) — T. Jay Rockford — raconteur, anchor-out, musician and voyager — is certainly one of the most colorful of all the colorful characters who call Marin County home. And the mid-70s cruise of his *Frisco Felucca II* is definitely one of the more unique voyages ever to occur on the planet. Using a surplus \$150 lifeboat as the unlikely basis for his cruiser, T. Jay outfitted it with lateen sails and a full interior, ending up with, as one observer put it, "Something out of the Arabian Nights by way of Dogpatch." Adventures on the way from San Francisco to Hawaii via Mexico included an engine fire off Mile Rock (the engine never worked again) and sailing much of the trip — including the 3,400-mile passage to Hawaii — without an operable rudder!

**The Homeward Bounder and Other Sea Stories** (Floyd Beaver, \$15.95) — As baby boomers, we pretty much missed the era of radio drama shows, and only vaguely remember the regular works of fiction which used to appear in yachting publications. Mill Valley author Floyd Beaver harkens back to both those eras with this collection of short stories of the sea. Originally a newspaper man from Tulsa, Beaver joined the Navy in 1938, beginning a lifelong affair with the sea. A post-war career as an advertising man in San Francisco and a love of local sailing gave him ample inspiration for his true passion — sea fiction. Whether you're old enough to consider *Homeward Bounder* as a nostalgic journey or young enough to see it as a 'new genre' of marine writing, you'll get a kick out of this book.

**Celestial Navigation for Yachtsmen** (Mary Blewitt, \$12.95) — We don't care if GPS comes out in the latest Casio wristwatch next year, there will always be room on a boater's shelf for a manual on celestial navigation. And if that shelf has only limited room, this minor classic would be a good choice. We admit to a personal bias here. We never were much into theory, which this blessed little book largely eschews for the simple-to-follow 'cookbook' techniques needed to find out where you are when all the electronic toys crap out. Sextant not included.

**Belo Horizonte** (Richard B. Abbott, \$14.95) — Some 'my life at sea'

continued outside column of next sightings page

## queen

shudder ran through the ship, which brought Nancy momentarily out of her cabin. "You could tell the ship was really straining," she says. "It was making all these creaks and groans like it was falling apart. I did the only sensible thing: put in earplugs and went back to bed."

Designed specially to handle the rough North Atlantic, the *QE II* shook off the wave and kept going. Damage from the storm ended up being surprisingly minor — a satellite dish carried away, two or three windows popped out and some bow gear got bent up by the granddaddy wave. (We'll have nightmares tonight imagining how a cruising boat would have fared.) "The only interruption to

## life of brian,

As this issue goes to press, Brian 'BJ' Caldwell, Jr., was less than a day out of Durban, South Africa. Brian's press headquarters — his Mom, Jan — reports that BJ's 1,600-mile journey from Mauritius to Durban was pretty typical of the Indian Ocean: practically no wind the first few days out of Mauritius to an endless series of gales in the last week. (With no way to contact BJ directly, she was getting updates through phone conversations with Hawaii-based cruiser Wayne Avery, whose cruising boat *Kanani* was anchored in Durban's Richards Bay.)

Apparently, Brian's *Contessa 26 Mai (Miti)* Vavau had suffered numerous knock-downs as the storms rolled through, but the young adventurer's spirits were high and he



was making steady progress toward Durban. If all went as scheduled, he would have arrived there November 22 after a 19 or 20-day passage. He could well be on his way to Cape Town already by the time this issue hits



## — cont'd

the routine that I saw was no morning newspaper," says Nancy. That and the fact that the *QE II* docked in New York eight hours later than planned.

"I must say everyone on the ship was wonderful," says Nancy of the whole adventure. "They even paid for a fax I sent telling my family we'd be late." As each passenger disembarked, the passengers received a certificate citing their 'Record of Contact with Hurricane Luis'.

For the record, the *QE II*'s wave is the second largest ever recorded. The top dog was a 112-foot monster recorded by the *USS Ramapo* in mid-Pacific in 1937.

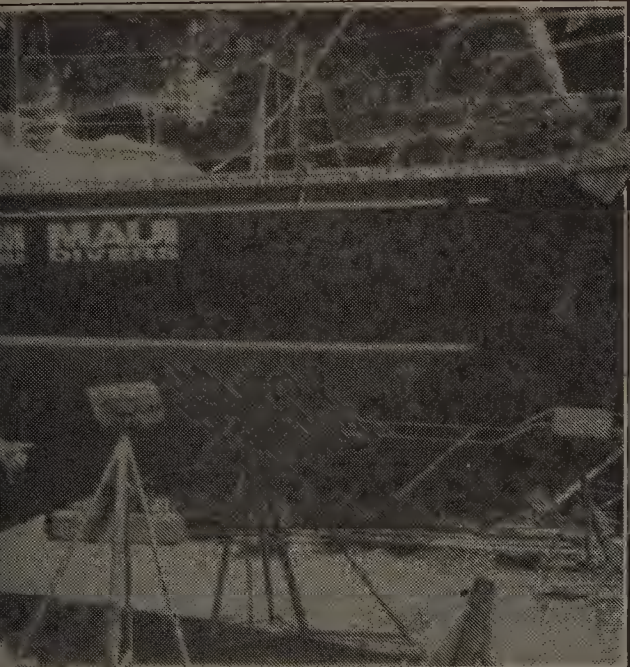
## part IV

the streets.

If you're just tuning in, *Latitude* has been following BJ's progress in his attempt to become the youngest person ever to circumnavigate alone. He was 19 when he departed Hawaii on June 1. He will turn 20 on December 17, at which time he should be in Cape Town, the official 'halfway' mark of the trip. If all goes as planned, he will arrive back in Hawaii in April or May.

Friends of Jan and Brian, Sr., have contacted the South African media, so as soon as BJ called in for clearance, the machinery would have been set in motion for a grand

**BJ Caldwell with 'Mai (Miti) Vavau' prior to his June departure from Hawaii.**



COURTESY BRIAN CALDWELL, JR.

Durban welcome. Fire boats, helicopters, TV interviews — the works. "We're already working on the celebration for when he gets back home," notes Jan.

continued middle of next sightings page

## books — cont'd

books are interesting because the author can write. The appeal of others is in the amazing adventures revealed in their pages. In *Belo Horizonte* — 'beautiful horizon' in Portuguese — local author Abbott (he lives in Alameda) has combined both appeals into an amazing and entertaining chronicle of his nearly 65 years at sea. He weaves history, vocation and avocation together from the time he went into the Merchant Marine shortly after his father lost everything in the stock market crash of 1929, to the 1979-1988 cruise he made with wife Sandra on the *Morgan 38* which gave this book its name.

**Modern Seamanship** (Don Dodds, \$30) — Books on seamanship are almost as plentiful as books on knots. And without putting too fine a point on it, both types present the same basic material, so any one will 'do'. But like anything else, some are better than others. We'd have to say *Modern Seamanship* is right up there with Rousmaniere and Dashew's works as leaders in the field. Dodds' presentation is concise and readable, with lots of graphics. It also includes coverage of a few topics we haven't seen before, such as preparation for rescue by helicopter.

**My Old Man and the Sea** (David and Daniel Hayes, \$19.95) — This wildly popular work is the dark horse of the year if not the decade, a book that somehow achieved that rare feat of delivering just the right message at just the right time and place. The story is about the 17,000-mile voyage of two men — father and son — aboard the *Virtue 25 Sparrow*. It is a narrative that touches readers on many levels: father/son relationships, aging baby boomers, and great cruising story: the Hayeses become the first Americans to round the Horn in a boat under 30 feet. Part Sterling Hayden, part Lynn and Larry, part Robin Williams, it is the first book in a long time that we literally couldn't put down. We recommend buying two copies, one for a gift and one for yourself.

**Pirate** (Richard Platt, \$19) — The latest in a series of 'Eyewitness' books, this big picture book will be as entertaining for adults as it is for the younger generation. Each chapter ("Pirate Treasure", "The Jolly Roger") is photo-heavy and text-light, giving a glimpse into the lives of these scallywags of the sea.

**The Farallon Islands, Sentinels of the Golden Gate** (Peter White, \$17.95) — "I'm getting awful tired of this loneliness," wrote a Farallones lighthouse keeper in 1859. "It's almost as bad as the state prison." That's but one of the descriptions in this book that come from the memoirs of the men and women who lived and worked on the Farallones, and together they make a compelling tale. Author White, who lives in Martinez, notes that the history of the Farallones in many ways parallels the American West: from adventurers seeking fortune to settled family life. Now the adventurers and families are gone and the islands are a wildlife refuge.

**Captain Richardson** (Robert Ryan Miller, \$30) — If you're thinking 'Captain Who?', you're just like us. Then we opened this book and discovered William Richardson was the founder of San Francisco! In 1822, the former British officer of a whaling ship found himself stranded at the Presidio and the adventures began. Though a scholarly work with lots of those irritating footnote numbers on every page, this is an engrossing tale of the life and times of the enterprising rascal who we think you'll agree is worthy of being the founder of Baghdad by the Bay.

**Longitude** (Dava Sobel, \$19) — Time was, long before GPS and even before sextants, that mariners had no way to derive longitude. This is why, for example, Spanish galleons bound home would skirt the East Coast until they got to the right latitude, then sailed straight across the Atlantic. Once out of sight of land, though, for centuries mariners had no idea where they were on the vertical scale. Thousands of lives and the fortunes of nations depended on a solution to the longitude problem and everyone from Galileo to Sir Isaac Newton pondered the answer. In 1714, England's parliament offered a reward equivalent to \$12 million in today's currency to the man who could solve the puzzle. That honor (but not the money) fell to one John Harrison, a self-educated carpenter, clockmaker and the 'father' of longitude determination. Author Sobel, a former science reporter for the *New York Times*, tells Harrison's sad, funny, fascinating and altogether engrossing tale well.

**Passport to World Band Radio** (International Broadcasting Services, Ltd., \$19.95) — As one reviewer put it in the *Atlanta Journal*, "Messing with shortwave is as close to magic as you can get without a bag full of

continued outside column of next sightings page



## books — cont'd

salamanders." This book tells how to wave the wand, so to speak, from what radios to buy, to an 'idiot's guide' to how to get started, to. . . well, everything you've always wondered about World Band radio including how to tune in about every country worth hearing from Albania to Yugoslavia.

**The Gaff Rig** (John Leather,

## brian

Brian Jr.'s circumnavigation attempt is still seeking sponsors. Jan reports that costs are currently running about \$1,000 a month to keep BJ sailing. Possibilities for sponsors include backing a single leg, a single month, or becoming the primary sponsor of the whole trip. Current sponsors include Alert Alarm of Hawaii, Mig Companies, Ala Wai Marine, Beautiful Towers, Maui Divers, Les Vasconcellos, Boat Bottom Services, Wipe-out Diving Service, Tony Cerciello, Para Tech Engineering Co., Signs by Nelson,





## — cont'd

Latino Pirates, Island Yacht Sales, Hawaii YC, Don and Nancy Gatewood, Dan Shapiro, Phil Overbeck and *Latitude 38*. Make a donation and your name will appear here, too.

For more information on sponsorship, call Jan Caldwell at (808) 845-1340, or Fax (808) 528-6444, attn. Brian Caldwell, Sr.

Next month, we'll return to running the highly-entertaining dispatches written by BJ himself.

## looking good

Look, out in the Bay — it's an Atkin! It's a Tahiti! it's a Colin Archer! It's, uh . . . Well, we don't know what design it is.

What we do know for sure is that this rugged flush-decker is a staysail schooner, that the folks aboard were having a great time enjoying the balmy Indian summer which continued through November, and — despite the fact that they could use a tad more tension in that jib halyard — they were definitely looking good!

## books — cont'd

\$39.95) — Back by popular demand, the newest edition of this book (originally published in 1970) is one indication of the continuing interest and use of this traditional type of rig. Although much of the book seems more dedicated to tracing the lineage of the various types of British and Scandinavian workboats, there's a lot of practical information included, too. In an 'epilogue' chapter at the end, Leather updates current use of the gaff rig with a look at such current boats as *Pride of Baltimore* and the awesome 90-ft Fife replica *Bloodhound*, which sails out of Southern California.

**Charlie's Charts of the U.S. Pacific Coast** (Charles and Margo Wood, \$29.95) — This update and expansion of the old standard will be especially welcome to those voyaging the northern waters as far as Alaska. The newest *Charlie's* also includes 20 pages of color photos, 16 additional pages on the Channel Islands, the latest marine weather service information — even a handy guide for telling seals from sea lions.

**Appointment in Normandy** (Walter W. Jaffe, \$31.95) — This book has little to do with sailing, and gobs to do with the human spirit. The story is how the San Francisco museum ship *Jeremiah O'Brien* — the last Liberty Ship to survive in wartime trim — came to participate in the 50th Anniversary of D-Day in the waters off Normandy in 1994. While she may conceivably make the 75th or even 100th anniversary of that historic turning point of World War II, none of the old warriors who crewed aboard for this trip will be around to see it. A unique look at the past through present-day glasses.

**Storm Tactics** (Lin and Larry Pardey, \$19.95) — While there will always be those who question the Pardeys' logic of voyaging without an engine, no one can deny their expertise at the art of voyaging, nor their gift for sharing their experiences and wisdom in books. Cruising gurus since the publication of *Cruising in Seraffyn* in the 1970s, the Pardeys latest book is one of their best. While readers will recognize the same easy-to-read style of previous works, this one is also chock full of practical information on drogues, heaving to, stormsails and the like. Unless you're really a junkie about this stuff, leave Adlard Coles on the shelf and buy this more user-friendly book.

## coast watch

**October 13** — Friday the 13th was indeed bad news for 2,000 passengers expecting to depart Los Angeles on the cruise ship *Viking Serenade*. A bomb threat was called into the ship, delaying its departure for several hours. LAPD eventually let the ship go, believing the threat to be a hoax.

— A jet ski found adrift in the vicinity of Point Vicente prompted a search of the area by a Coast Guard helicopter. The search was suspended at dusk, and through registration data, the owner was located in Utah. He believed the jet ski had been stolen from his vessel when it was anchored at Catalina on October 8.

**October 16** — Following a 'Mayday' from the commercial ship *Natzli-K*, the Coast Guard tried unsuccessfully to raise the ship by radio. Several subsequent attempts by other organizations were also unsuccessful, until the *Natzli-K* — bound from Canada to Ecuador — more or less showed up at the Golden Gate. They entered the Bay to drop off a crewman who had died of a heart attack earlier in the day.

**October 21** — Coast Guard teams from Morro Bay and Los Angeles rushed to a point 14 miles off Port San Luis in response to an accident report from the fishing boat *Saint Joseph*. During fishing operations, a crewman had been caught in the boat's winchdrum assembly and crushed. Unfortunately, the man died before the Coast Guard arrived.

**October 23** — A potential tragedy loomed when a lone man swam ashore through 63-degree water in Lake Tahoe to report that his boat had capsized 1 to 3 miles offshore. He and his girlfriend had struck out for shore, but had become separated. Both were wearing wetsuits and lifejackets. As a Coast Guard helo was readied for launch and Placer County Sheriffs ran for their boats, the woman swam into the marina right in front of them. Neither she or her boyfriend needed medical attention.

— Group San Francisco received a *mayday* from a call whose voice resembled that of a teenager, and it soon became apparent that the call was

continued outside column of next sightings page



# SIGHTINGS

## coast watch — cont'd

a hoax. The kid gave various distress positions for his 'black-hulled, red-trim' vessel that had 16 people aboard and was taking on water. These included cross streets in downtown San Francisco and the middle of the Atlantic Ocean. Using direction finders, a helicopter, Coast Guard Auxiliary personnel and local commercial salvors attempted to locate the source of the signal, but when the helo flew over the area, transmission stopped. To limit such incidents, the next generation of VHF radios, like 406 EPIRBs, will be instantly identifiable.

**October 27** — When the 84-ft Red-and-White ferry *Dolphin Allison* hit the jetty at Aquatic Park in heavy fog, 12 of the 60 people aboard were injured. None required hospitalization, although the ferry itself sustained damage that temporarily put it out of service. The Coast Guard later charged the master with negligence and misconduct for failing to reduce his speed in the fog, and for failure to report the accident immediately to the nearest MSO (Marine Safety Office). The MSO did not receive a report until an hour and 15 minutes after the accident.

**November 3** — Air Station San Francisco's only 'ready' HH-60 helicopter conducted an emergency landing at Santa Rosa Airport after their cable hoist parted and snapped back into the rotor head. During the week they were down for repairs, SAR coverage was handled by a helo and crew which flew up from Air Station San Diego, and an extra crew from Humboldt Bay.

**November 6** — Station San Francisco sprang into action at the report of a car in the water near the San Mateo Bridge. Both a helicopter and 41-footer searched the span of the bridge along with units from the CHP, Foster City Fire Department and an auxiliary unit. Upon further investigation, it was determined that Caltrans had received the report from a passing motorist that a car had gone over a bank. The report somehow got muddled, so when the CHP contacted the Coasties, they reported a car had gone off the bridge. Case closed.

**November 10** — While trying to turn around in the San Joaquin River, the 659-ft bulk carrier *Adiana* collided with the Riverview Lodge pier in Antioch. The accident broke several water mains and damaged the Lodge and adjacent parking lot. An investigation is proceeding.

**November 14** — District 11 was indirectly involved in the search for two cruisers whose boat had struck a submerged object between Gibraltar and the Canary Islands and sunk. The 406 EPIRB's electronic 'fingerprint' indicated a contact in Orange County. That contact provided information regarding survival gear and the vessel's itinerary. The happy ending: the two survivors were plucked from their liferaft by a US merchant ship which had been diverted to search for them.

## short sightings

**SAN JUAN, PUERTO RICO** — The 880-ft liner *Sovereign of the Seas* — one of the world's largest passenger ships — went aground off San Juan on November 14. No injuries were reported among the 3,100 passengers and crew aboard and the ship was refloated about two hours later. In fact, with the free drinks offered during the delay, more than one passenger called the grounding "the highlight of the trip so far."

**DRAKE'S BAY** — *This story is a little dated, but it's so great we knew it would run sooner or later. Somehow, the season of cheer seems like the ideal time. Think of it as a sort of literary stocking stuffer. — Ed.*

Early Sunday morning, prior to the start of the return Drake's Bay race in July, we were anchored peacefully aboard the Santa Cruz 50 *Dolphin Dance*, enjoying bagels and coffee against the spectacular backdrop of Point Reyes. While the fog had begun to clear, most of the 30 to 40-boat fleet was still socked in.

Suddenly, the boat lurched forward and the wheel spun frantically until it hit the stop. It soon became apparent that we weren't stationary anymore, but were making for the open sea at about 5 knots!

In another second, a baby gray whale about 12 feet long surfaced right next

continued outside column of next sightings page

## cowboys, indians

Did you read about that cross-suit thing currently going on in the National Football League? First the NFL sued Dallas Cowboys owner Jerry Jones for signing a deal with Nike instead of using the contracted NFL gear supplier. Then Jones countersued every other NFL team — except the Raiders — for suing him. Or something like that.

Anyway, we got to wondering why he'd sue every team except one? The answer came last month, when we found out Nike was also going to have a significant presence in the waters of the Estuary during December 3's Raiders/Chiefs game in the Coliseum — in the form of a 'pirate ship' named *Rendezvous*.

As you'll find out in a 'Boat of the Month' feature elsewhere in this issue, *Rendezvous* is a historic 78-ft brigantine which charts out of Rendezvous Charters in San Francisco. Shortly before presstime, we confirmed

warning: temporary interruption

## new keel

Having recently proved the existence of black holes — imploding star systems whose gravity is so strong that it sucks in every-



thing, including light — scientists have now harnessed that energy for use in sailboat keels.

What you see going on here is the instal-



## and pirates

that on the weekend of December 1-3, the ship will pose as a floating billboard for Nike and, ahem, a well-known local sports franchise. We can't say the name of the latter because all the contracts have not yet been signed, but if you can't make that leap yourself, have your doctor check for brain death.

Part of the deal is two spanking new sails for the mini-tallship, which will be sailing all over the Bay on Friday and Saturday. The t'gallant (the top squaresail) will carry the Nike logo, while the top's'l (the middle squaresail) will feature the well-known pirate symbol of the aforementioned well-known sports franchise. On Sunday, *Rendezvous* will confine her sail-bys to the Estuary. As Spinnaker Sailing's Drew Harper says, "We'll be looking for the blimp shot."

So will we!

## in space/time continuum

## technology unveiled

lation of the prototype 'Supernova' keel on the brand new Reichel/Pugh 80 *Morning Glory*. When compared to the old keel (under the boat, at right), the differences in wetted surface are dramatic.

The new design features a diminutive 4-inch strut and 10-inch bulb, yet weighs 30,000 pounds. This particular configuration is optimized for downwind work, with the obvious added advantage of super-shoal draft. "Anything smaller and we'd be an iceboat," said one crewman.

*Latitude* also confirmed that the America's Cup Class boats have been adopting the new technology. With secrecy having long been an important aspect of the Cup wars, it was felt that the Supernova keels would cut down on the need for guards, spies and shrouding the boats' underbodies every night. Now, after a day of racing, they can just hide the keel(s) in an automobile glove compartment.

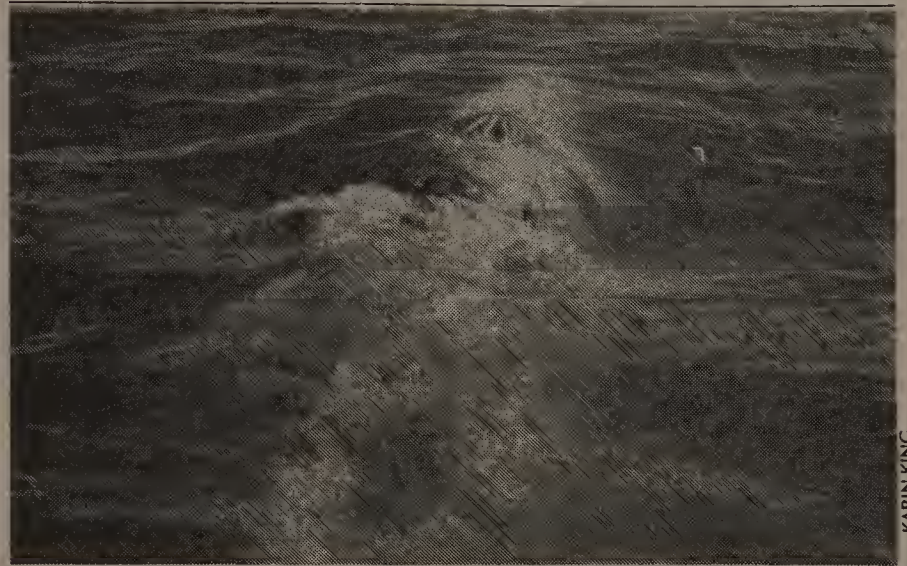
The only problem with the 'black hole' technology so far seems to be that the material itself — blackholeum — still sucks in too much light. This particular photo, for example, was shot at high noon on a sunny day near the equator — with a flash. Yet it appears overcast. Artificial light is completely useless, said one expert, comparing its use to "mining coal with welding goggles." Overcast days or open shade pose a similar problem.

"Fortunately," he added, "We've gotten pretty good at installing these things by feel."

## shorts — cont'd

to the bow, so close you could reach out and touch her. Around her tail was our anchor rode.

We had been anchored in 20 feet of water with a Fortress anchor and



KARIN KING

about 130 feet of rode out. The strain of that and *Dolphin Dance*'s 17,000-pound displacement had the little gray confused and breathing heavily. The anchor rode, looped around her tail with the ends under each fluke, had already broken her skin.

We had only one real option and a knife was soon produced to cut the rode. We briefly discussed tying a fender to the rode for later recovery, but nixed the idea as it might complicate the whale's predicament. Within about five minutes of the boat starting to move, a couple of strokes of the knife freed the whale. She quickly slipped below the surface and several minutes later surfaced some distance away for a long, slow breath — of relief, it seemed to us.

It was an incredible adrenalin rush to be that close to such a beautiful creature, and certainly fueled the crew to sail fast and get the gun in a very tight race back to San Francisco Bay.

— karin king

**MORE DRAKE'S BAY** — There were no parties, no speeches and no champagne, but a significant anniversary occurred late last month: the 400th anniversary of the first shipwreck off California.

The ship was the Manila galleon *San Agustin*, under the command of one Sebastian Rodriguez Cermeno. To give you an idea of just how long ago she came to grief in present-day Drake's Bay, it was 12 years before the founding of Jamestown (the first European settlement in America), 174 years before the first European ship sailed into present-day San Francisco Bay — and more than 250 years before the Gold Rush put San Francisco on the map.

Like most Manila galleons that skirted our coast in the late 16th century, the *San Agustin*'s mission was twofold: deliver her goods (in this case, silk and Ming Dynasty porcelain from the Orient) to Acapulco, and to do whatever exploring she could along the virtually unknown North American coast.

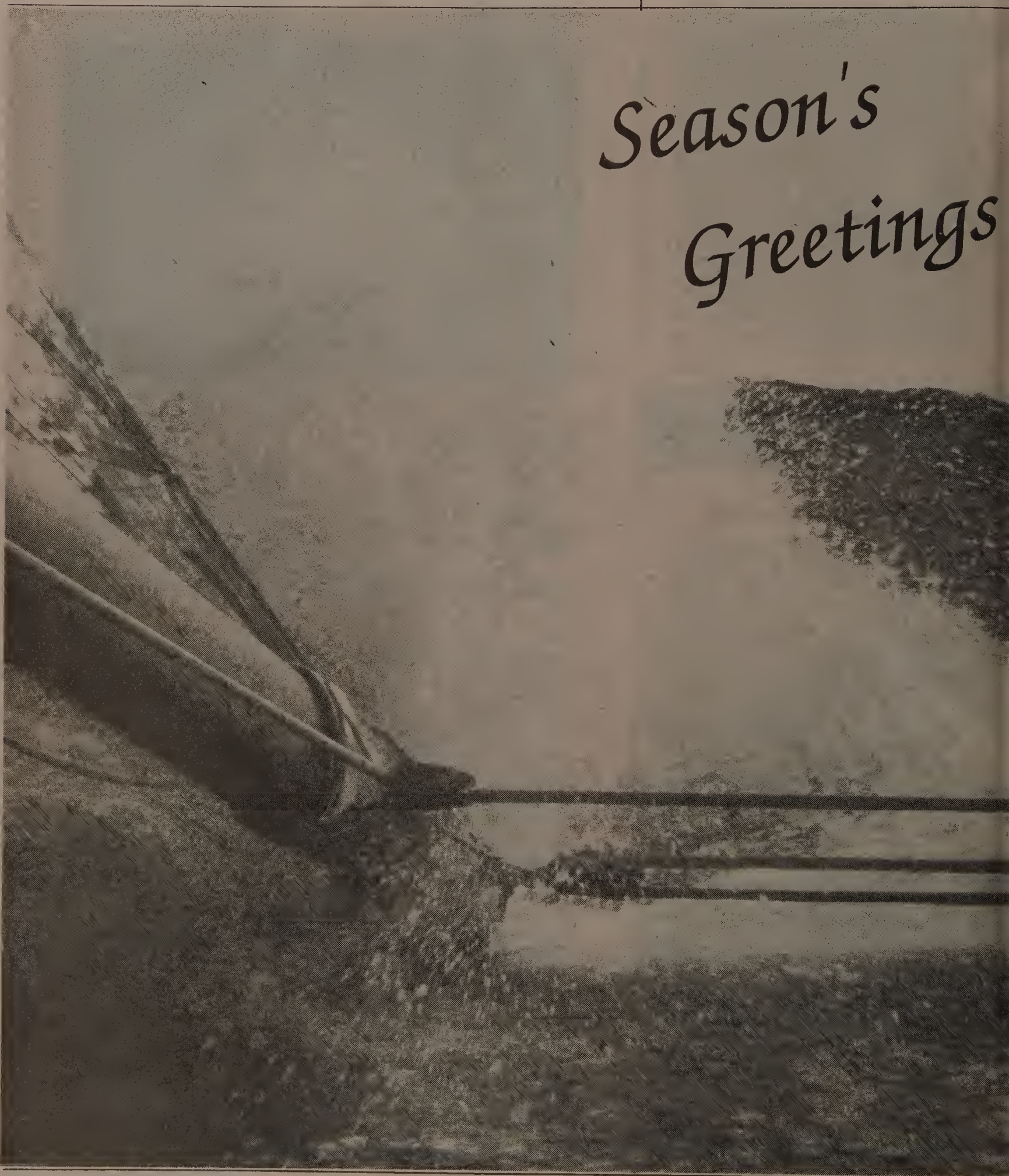
It was for the latter reason that Cermeno dropped anchor in Drake's Bay, which he named *Bahia de San Francisco* (the name was later transferred to the larger Bay to the South). But several weeks after their arrival, a late November storm came up, the ship dragged anchor and Cermeno and most of his crew watched helplessly from shore as she slammed onto the beach and broke up, taking the lives of 12 people aboard. It's said that the Miwok Indians slept on silks from the wreck, and ate off Ming plates — shards of which can still be found on the beach at Drake's after a storm.

A week or so after the wreck — and almost 200 years before Captain Bligh's epic 3,600-mile voyage in an 18-ft open boat after the *Bounty* mutiny — Captain Cermeno set off south in the ship's longboat they had used for exploring. Aboard were the 69 remaining crew and ship's dog. They had to eat the dog eventually, but they made it the 1,700-odd miles to Acapulco without losing a man.

continued outside column of next sightings page



*Season's  
Greetings*





## shorts — cont'd

The ghosts of that time remain elusive. A few years ago, famed shipwreck diver Robert Marx did an extensive exploration of Drake's Bay. He claims to have found the probable last resting place of the *San Agustin*. However, he encountered so much state and local red tape that he left without excavating it. And just last summer, a Park Service expedition attempt to locate Cermeno's shore camp came up empty handed.

**STATE OF CALIFORNIA** — New from the California State Automobile Association (CSAA) is a guide to boating facilities in the state. The *Boating Guide to Northern and Central California* is a combination booklet and map which gives county-by-county information on boating facilities, with each booklet entry highlighted in red on the map (which also doubles as a handy roadmap). The information in the booklet is pretty basic (directions to marinas, phone number, facilities and months of operation), but the kit seems like an excellent source to keep in the glove box, especially for trailer sailors. It's available for free to CSAA members, either by mail or by walking into any of the Auto Club's offices.

**SPORTS** — Things may still be a bit sticky for women in the workplace, but according to a survey by the National Sporting Goods Association, the fair sex are attacking heretofore male-dominated sports like killer bees on Prozac.

Among sports participants aged 7 or older, females constitute the majority of participants in 13 of 53 activities in the 1994 survey, including swimming and cross-country skiing. In many other categories, they are near the 50 percentile. This includes sailing, where the survey found 45.5% of all participants were female. To put it another way, nearly 2 million of the 4.1 million people who indicated they 'sailed' in 1994 were women.

While we suspect reality of the situation is much less dramatic (the survey didn't actually indicate that respondents sailed, only that they had 'participated' in a sport at least twice in one year), the survey is nevertheless changing marketing strategies in the marine industry. It's been awhile since the focus shifted from the 25 to 54-year-old male stereotype, of course, but look for even more appeals to the feminine side of sailing in the days to come.

**DOWN BELOW** — In perusing the instruction manual for our Motorola cellular phone several months after purchase, we were somewhat taken aback to learn that use "below deck on boats" was potentially dangerous. The reason? "It is rare, but your phone or its accessories could generate sparks", says the booklet. This in turn could cause explosion or fire in "areas with a potentially explosive atmosphere." These include gas stations, fuel or chemical transfer storage facilities and . . . below deck on boats.

Well, we have to admit we would probably think twice about making a cellular call while standing under a Saturn V rocket booster, or from the hold of a petro-chemical supertanker. But we've already survived several calls from below decks on sailboats, and look forward to more of the same. What can we say — we laugh at danger and spit in the face of certain death.

**CALIFORNIA** — The California Department of Fish and Game informs us that their search is on for the best wildlife photos of 1995. This annual contest is open to anyone. The only rules are that all entries must have been photographed in the state of California, and must arrive for judging in the form of either color transparencies or black-and-white prints by December 29.

A panel of wildlife photographers will select first, second, third and honorable mention in the following categories: birds, fish, aquatic invertebrates, terrestrial invertebrates, mammals, reptiles/amphibians, native plants and 'natural environment'. A special new category is 'wildlife in action.' A photograph of the year will also be chosen from the winners of all the above categories.

The photograph of the year hangs for one year on a plaque in the State Capitol. The photographer will receive a copy of the plaque, as well as the opportunity to accompany DFG teams on a wildlife project.

For an entry form and complete contest rules, fax a request to the Conservation Education Office at (916) 653-1856, or telephone (916) 653-6420. Specify whether the form should be faxed or mailed back.

from the crew at  
*Latitude 38*

LATITUDE/JOHN ARNDT



# BAJA HA-HA '95 —

Sixty-eight sailboats covered the 750-mile course in the Second Annual Baja Ha-Ha, a loosely run, semi-organized, three-legged rally/race from San Diego to Cabo



Steve Whitmore and Sue Angus of the San Francisco-based Panda 38 'Pilgrim' were typical Ha-Ha entrants. They used the event to start the circumnavigation they've planned for 12 years.

San Lucas that started on October 30. In so doing, the immensely diverse fleet of sailors and boats managed to cover a total of 51,000 miles — or the equivalent of almost twice around the globe. No boats were run

Ha-Ha kids swarm for 'piñata pieces' at the awards party in Cabo. The piñata was a gift of Don and Roxanne, whose son has already grown.



LATITUDE/ANDY

LATITUDE/ANDY

down, driven up on the beach, sunk, dismantled — or even hit by lightning during a 30-hour electrical storm. And none of the approximately 250 participants were killed or seriously injured. Thus on the most elemental level, the Ha-Ha was a huge success.

There were three main Ha-Ha social events. The Ha-Ha Halloween BBQ & Costume Party at the Cabrillo Isle Marina in San Diego, which was attended by 400 people; a Turtle Bay Beach Party on the November 3, which was enjoyed by most of the 250 participating sailors; and the Awards Ceremony on the beach at Cabo on November 10th. As such, it was impossible for anyone but the most dedicated introvert to avoid making scores of new cruising friends — which was the second major goal of the Ha-Ha.

That the Ha-Ha achieved those two primary goals is all that we at *Latitude* and the nine supporting companies — Almar Marinas, Barnett Marine Insurance, *Cruising World*, Downwind Marine, UK Sailmakers, Waypoint Nautical Books and Gifts, Bob Rice's Weather Window, West Marine and Data Rescue Services — cared about.

## Ha-Ha Halloween

Pre-Rally festivities kicked-off with the Ha-Ha Halloween Costume Party & BBQ in the Cabrillo Isle Marina parking lot. It was a perfect opportunity for everyone to make new friends — including kids. It was at this party, for example, that 14-year-old Lynsey of Vixen, met 15-year-old Freda of Coyote and 14-year-old Laurel of Talaria, and became tight. Over the course of the rally, the girls would talk over the radio, stay overnight on each other's boats, bodysurf, study and shop together.

If our figures are accurate, there were nine boats that carried a total of 19 kids under the age of 15.

The honored guest at Ha-Ha Halloween was Chief Marty Hight of the much-maligned — by *Latitude* and others — San Diego Harbor Police. That Chief Hight and so many cruisers had a chance to meet each other in neutral circumstances bodes well, we believe, for current and future relations between the Harbor Police and mariners.

The party was a good time for all, as most folks wore costumes, munched on barbecued chicken, sipped wine and beer, and enjoyed pleasant weather. Much to the delight of everyone, a father-and-two-son trio from a Tayana 37 entertained the crowd with reggae music. The dad had given each son a quarter berth in the boat and told them they could bring whatever they wanted — as long

as it fit into their space. The sons brought guitars and drums. Regrettably, we didn't catch their names, and they didn't participate in the rally as planned.

An astounding 98 boats paid up to enter the Ha-Ha — almost double the largest long distance race ever to Mexico, and twice as many as in last year's Ha-Ha. But since almost everyone who entered was a cruiser about to take off for at least a season, it was expected that a significant number wouldn't make the start. As it turned out, 29 entries didn't start. Several of them dropped out months before the start, and a few the night before the start.

A number of drop-outs nonetheless came by to express their regrets and explain why they couldn't make it. One fellow's daughter had just come down with a serious illness, one woman's son suddenly needed desperate help with a new business in Seattle, and scores of folks simply couldn't get their boats and lives ready in time.

## Leg One

San Diego is not, as America's Cup followers know, noted for strong or consistent breeze, so the Wanderer had to call in a few chits from the weather gods to get a decent start on October 30. It worked, and when the fleet of 69 boats grouped into 10 divisions departed at noon — give or take a couple of hours for some of them — there



STEVE JOST

Inset; The vivacious women of 'Viva', Pam Jost and Diana Lorentzen, squeeze the fruit at a bodega in Turtle Bay. They and their husbands' first rally was the 2,700-mile ARC in 1985. Spread; 'Crescendo' looked good coming off the starting line at Coronado Roads, but soon the entire crew succumbed to bad bouts of the flu.



# 'NOTHING SERIOUS'



were 15 knots on the beam and flat seas. "It's the most wind we've had down here in months," claimed Kostas, manager of the San Diego West Marine Store and procurer of the Cheoy Lee Clipper 36 committee boat.

Entries looking for an America's Cup-quality starting line — fortunately there weren't any — would have been sorely disappointed. Given the variety of Ha-Ha entries — they ranged in size from 24 to 65 feet, and value from \$3,000 to at least \$250,000 — and the fact that many hadn't

(L to R) Liz, Don and Gary of 'Duchess' compare 'disposable' party costumes with Steve and Sue of 'Pilgrim'. Wise cruisers learn to improvise.

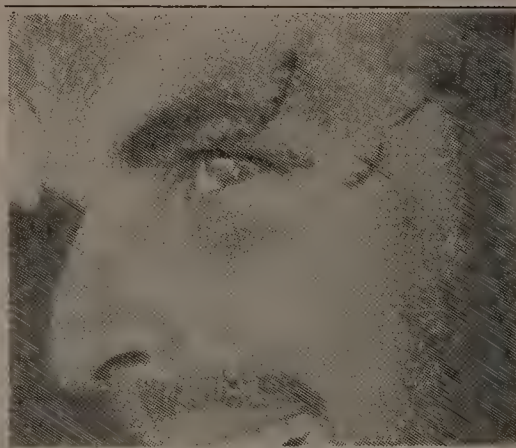
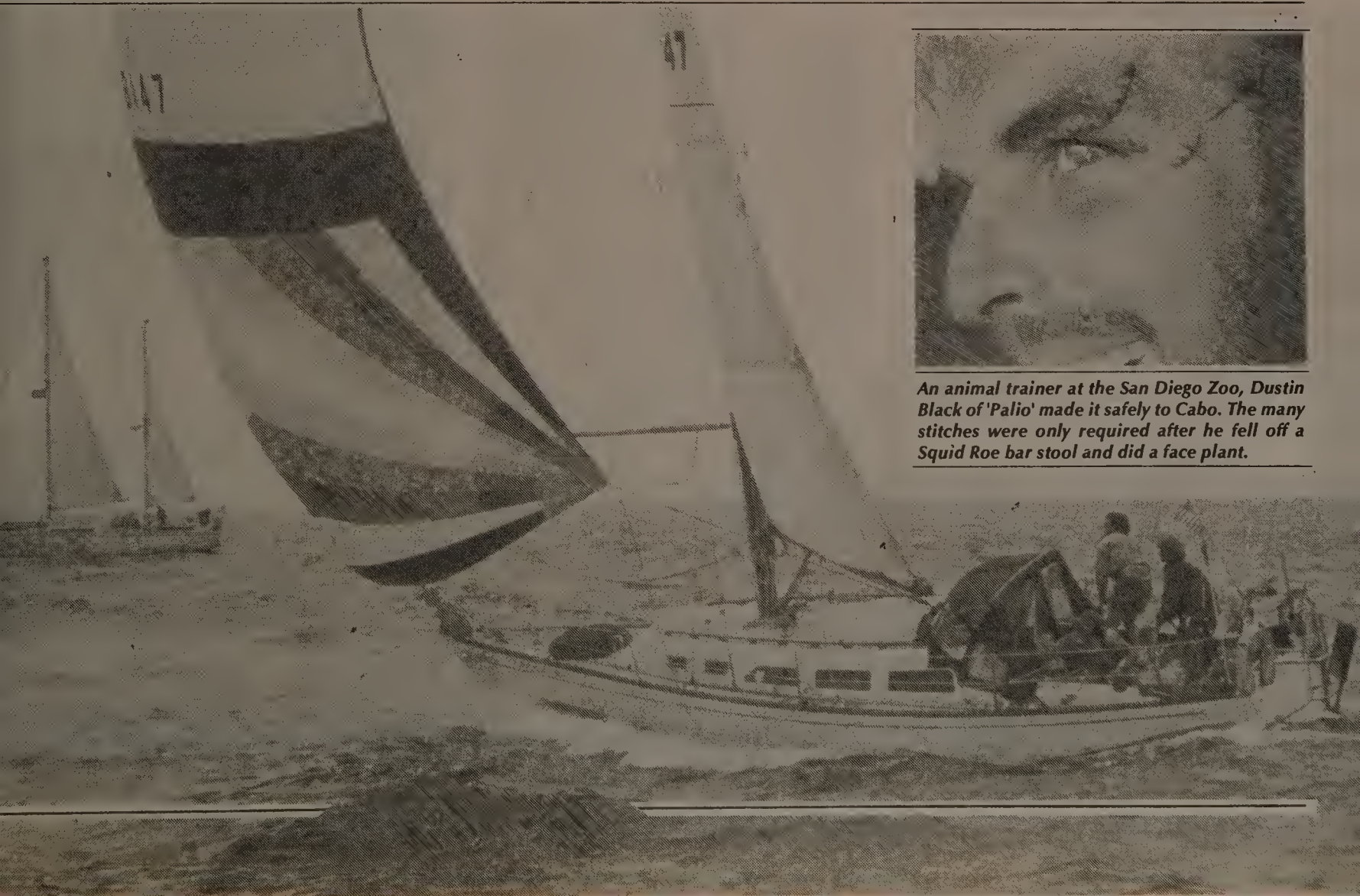
raced before, the Wanderer decided that the committee boat needed to be ready to flee its station at a second's notice. So the committee boat motored in place, fired the gun at noon, and got the hell out of the way. And thus the "nothing serious" rally started true to form.

Viva, Stephen and Pam Jost's Grand Soleil 39 — crewed by John and Diana Lorentzen, the folks who did the 2,700-mile

ARC rally with them 10 years ago — were first across the line and looking good. Mark Miltenberger's Ranger 33 *Crescendo*, with the Grand Poobah and Poobette aboard, was the first boat across the line carrying a chute. But we're not trying to kid anyone, it was a motley start — as befits a group of cruisers. Indeed, some of the entries — the good folks Darrell and Sandi Frank of the Swan 44 *Black Swan*, come to mind — didn't pass the committee boat until she was headed back to her slip. But they weren't that late — at least not compared with another boat that didn't get off until the next day.

In such a big fleet, at least one boat is going to have a mechanical breakdown from the outset. In this year's Ha-Ha, it was Don Hiatt's Islander 36 *Loon*, whose Palmer gas engine crapped out. Faced with a difficult decision, Hiatt boldly decided to sail all the way to Cabo if he had to — which he did. Although he didn't do it by choice, Hiatt was one of three skippers to make it to Cabo under sail alone.

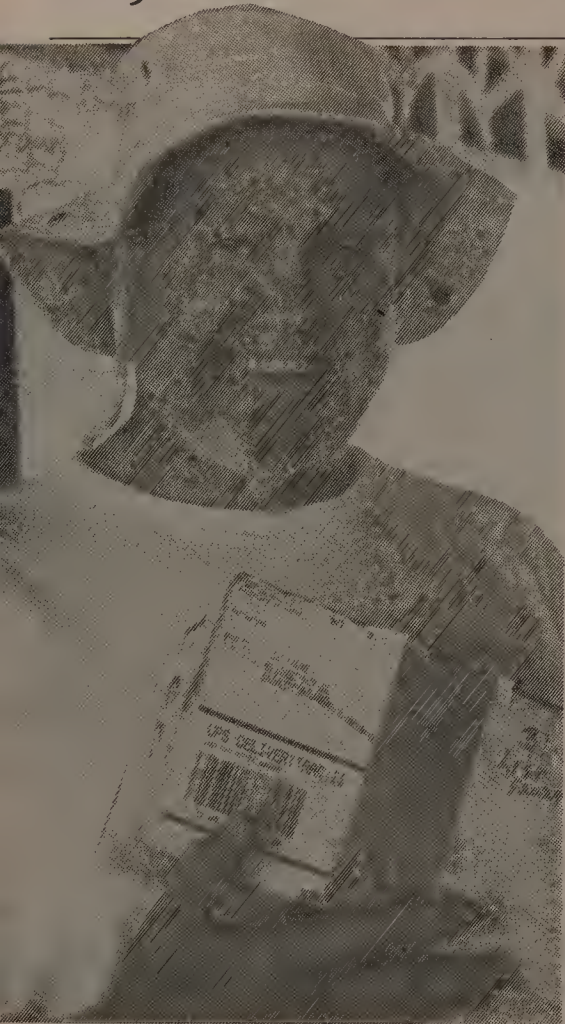
It's about 360 nautical miles from San Diego to the first leg's finish line at Turtle Bay, and in the case of this year's Ha-Ha, the final 320 miles were in light winds and flat seas. The most action took place on the radio, where kids from six to 60 seemed to



An animal trainer at the San Diego Zoo, Dustin Black of 'Palio' made it safely to Cabo. The many stitches were only required after he fell off a Squid Roe bar stool and did a face plant.



# BAJA HA-HA '95 —



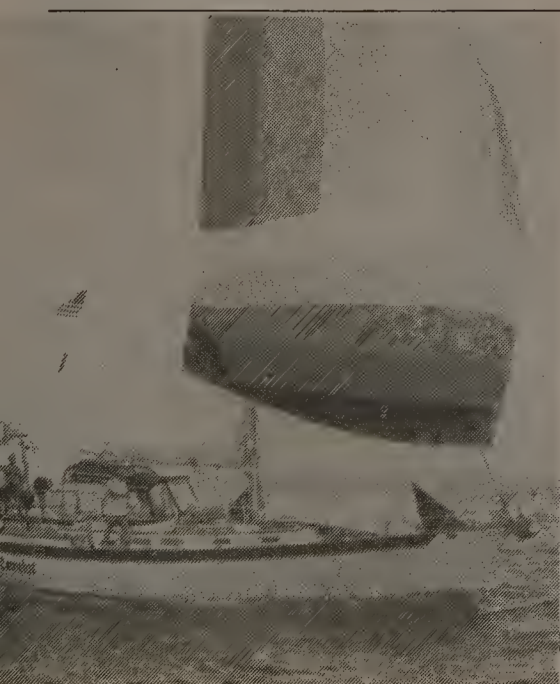
LATITUDE/ANDY

**Don Hiett's engine failed on 'Loon' at the starting line in San Diego, but he hung in and sailed the entire course. When he arrived in Cabo, he was stunned to find an unordered box of necessary repair parts waiting for him. The surprise had been the doing of the Grand Poobah, Pete Caras.**

have endless things to say to one another.

For some, the first leg was an opportunity to get better acquainted with one another. Bruce Raymaker and Suzy O'Keefe of the Morgan 38 *Lady Luff*, for example, had only done one daysail together before the start of

**'Camelot' — as seen from the Long Beach YC entry 'Kookaburra'. Robin, aboard the 'Kook', had made some of 'Camelot's' sails.**



TOM LEWICK

the Ha-Ha. "It turned out well," reports Suzy, a veteran of years of cruising in Mexico, "as we didn't yell at each other during the first leg — or on the whole rally."

While most of the boats had skippers and crews with many years of sailing experience, the first leg was also an opportunity for a few novice skippers to get to know their boats better. In a very few cases, it was the first time some skippers and crews had ever spent a night aboard a boat at sea.

There weren't many injuries during the Ha-Ha, but perhaps the worst happened on the third day, when a spinnaker pole fitting blew apart on the Irwin 41 *Randy Tar*. It smashed crewman Wally Nebis on the upper lip, apparently breaking a bone just below his nose. Nebis received treatment, however, from one or more of the five physicians aboard Lawrence Gold's *Chap*, and arrived in Cabo looking hale and hearty.

Most skippers gave their diesels a good work-out on the first leg, between 20 and 40 hours on the average. So much motoring might grate on the sensibilities of 'purist' sailors, but there were some good reasons for it.

"My husband Chris and I were the only adults aboard our Morgan 38," says Sheila Maher of *Blarney*<sup>3</sup>, "and we had our three youngsters with us. It would have been silly and exhausting to have slatted around for days waiting for wind." It's hard to argue with that logic.

Those who motored the most — such as the unrepentant Don and Roxanne Black of the Morgan 462 *Palio* — arrived at Turtle Bay first. As is normally the case, a young fellow charged out in a *panga* to sell them lobsters. It's illegal for foreigners to possess lobsters in Mexico — except on plates in restaurants — but that law is complied with about as often as the one that prohibits motorists from running red lights in The City. The *Palio* crew bought a bunch of tails at \$1 each and dined well.

The lobster entrepreneur next called on *Rafiki*, Patricia Hunter and Drew Hilts' Hunter 336. "We bought enough tails for a grand feast, and gave the guy some jerry jugs to fill with diesel," reports Drew. "But before the guy got to shore, he noticed a *panga* full of *federales* coming out to intercept him. When he started throwing all his remaining lobster overboard, we realized that maybe our lobster purchase had been illegal."

After Drew and kids — Jackson, 5, and Rachel, 3 — went ashore, the *federales* paid a visit to Patricia and asked her to sign a statement detailing what had happened.



**There was no shortage of food — or fun — at the beach party at Turtle Bay.**

Being alone with the *federales* made Patricia nervous, but they were nice and assured her that neither she nor *Rafiki* were in any trouble. After she gave them a statement, the *federales* rewarded her with two of the



STEVE JOST



# 'NOTHING SERIOUS'

lobsters their divers had recovered!

A day later, members of the fleet learned that the poacher, who was not a member of the Turtle Bay cooperative, had been thrown in the slammer. Some folks felt bad about the situation and spoke of trying to bail the guy out, but apparently nothing was ever done.

It's also illegal, by the way, for foreigners to dive for lobster. That law wasn't religiously adhered to either, although we can no longer recall the names of the guilty parties.

Many residents of Turtle Bay — a small, remote and desolate village — are far removed from, and don't really understand American culture. This became glaringly evident when John Johnson and Nancy Jane Canham of the *Islander 38 Cruiser* went walking down the pier. Nancy Jane, who is an attractive woman with a fetching bottom,

*Charlie Beazell, Jr. of the Hunter 54 'Joe' was having so much fun at Turtle Bay that he had to be wheeled ashore by his crew.*

LATITUDE/ANDY

happened to be wearing a T-shirt and — more importantly — skin-tight Spandex shorts. When she and John passed a group of eight-year-old Mexican boys, she thought they said something about her butt. They probably did, because the next thing she

*Long time off-road racer Johnny Johnson decided to sail to Cabo for once. His crew included his wife, Nancy Jane, and friend Lydia Raynoha.*

knew, one of the youngsters had grabbed her around the waist, planted his face between her cheeks, and was hanging on for dear life.





# BAJA HA-HA '95 —

He was a strong little bugger, too, because John had to struggle to pry him loose.

Having won 15 Baja 1000 Off-Road Races, John and Nancy Jane knew that Mexicans were friendly — but this was a bit more than they were accustomed to. Nancy Jane has a good sense of humor, however, and didn't appear to suffer long term emotional damage.

On the afternoon of November 3 — with some of the die-hard sailors still trickling in — the majority of the fleet gathered on a beach in a back corner of Turtle Bay for what turned out to be a helluva great potluck and



STEVE JOST





BAJA HA-HA FINISHERS  
LISTED ON 'CHANGES' PAGE 157

beach party. If meeting other cruisers and having a great time was the goal, the mission was accomplished with ease. Food was eaten, margaritas were blended on the beach, songs were sung and games were played.

Those who wanted to meet more people and do some dancing were in luck, for it also happened to be Mexico's most fascinating holiday — to Americans, at least — the curiously joyful Day of the Dead. To cele-

brate, the local high school was having a fund-raising dance in order to hire an additional teacher. Quite a few cruisers participated and contributed, creating goodwill — and having so much fun that none of them made the starting line on time the following morning.

### Leg Two

Seemingly one of the great additions to this year's Ha-Ha was the weather forecasting expertise of Bob Rice's Weather Window. Having divined the right way to go for Kiwis in the America's Cup and ENZA on her record voyage around the world, everyone figured Rice's weather reports couldn't miss. Well, on the second leg of the Ha-Ha, it was once again demonstrated that predicting the weather is still more of an art than an absolute science. Working with the scant data from the west coast of Baja, Rice predicted mild weather for the 240-mile leg from Turtle Bay to Bahia Santa Maria. What the majority of the fleet actually got was 15 to 25 knots from the southeast — in other words, right on the nose — and about 30 hours of rain and lightning!

To the experienced ocean sailors — which included most of those in the fleet — the lightning was dazzling, but the stronger wind and rain were typical of what you expect to get on the ocean. Jim van Patten of the DownEast 38 *Tidal Treasure* — who was sailing with a couple of lovely ladies, his wife Jolynn and his baby daughter Victoria — reports, "We had fine weather all the way from San Diego to Cabo."

For those with little or no ocean experience, the southeasterly wasn't much fun at all. Christie Woodhead of the Hardin 45 *Gypsy*, for example, reports "moldy bread and easterlies didn't suit me." Her husband Kevin reports that she spent "two days chumming from the rail — even though she doesn't fish." Otherwise they had a splendid trip.

For Lydia Raynoha, who has lived through a number of wild adventures, including hurricane *Iniki*, while ashore in Hawaii, the spot of relatively foul weather was a revelation. "My sailing experience had been limited to a couple of daysails on Mission Bay, but after the leg to Bahia Santa Maria, I realized there was more to ocean sailing than lazing in the cockpit sipping cold beer."

John Johnson of *Cruiser* knew they had too much canvas up and wanted to reef, but his inexperienced crew, fearing he might be lost overboard, wouldn't allow him to. So he just eased the sails all the way out and changed course. They ended up so far

COURTESY SUNSHINE

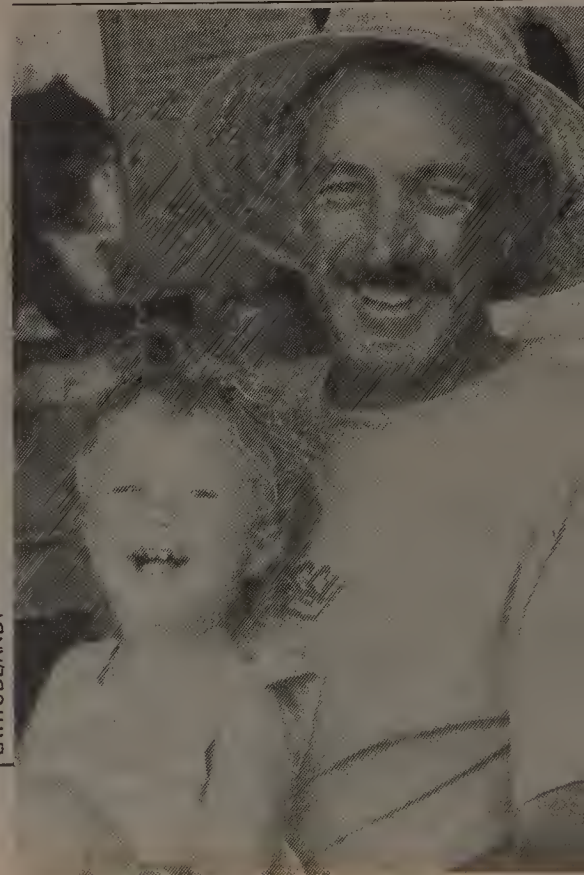


Dave Martin, a sometime commercial fisherman from Fort Bragg, pulled this 65-inch wahoo aboard 'Sunshine'. He used it to feed the fleet.

offshore that they sailed right on by Bahia Santa Maria to Cabo — where they were delighted to score one of the few available slips in the marina.

For Raymond Jackson and Mike Walsh of

*Is this a heart-warming picture or what? An obviously happy Jim van Patten spending some quality time with daughter Victoria.*



LATITUDE/ANDY

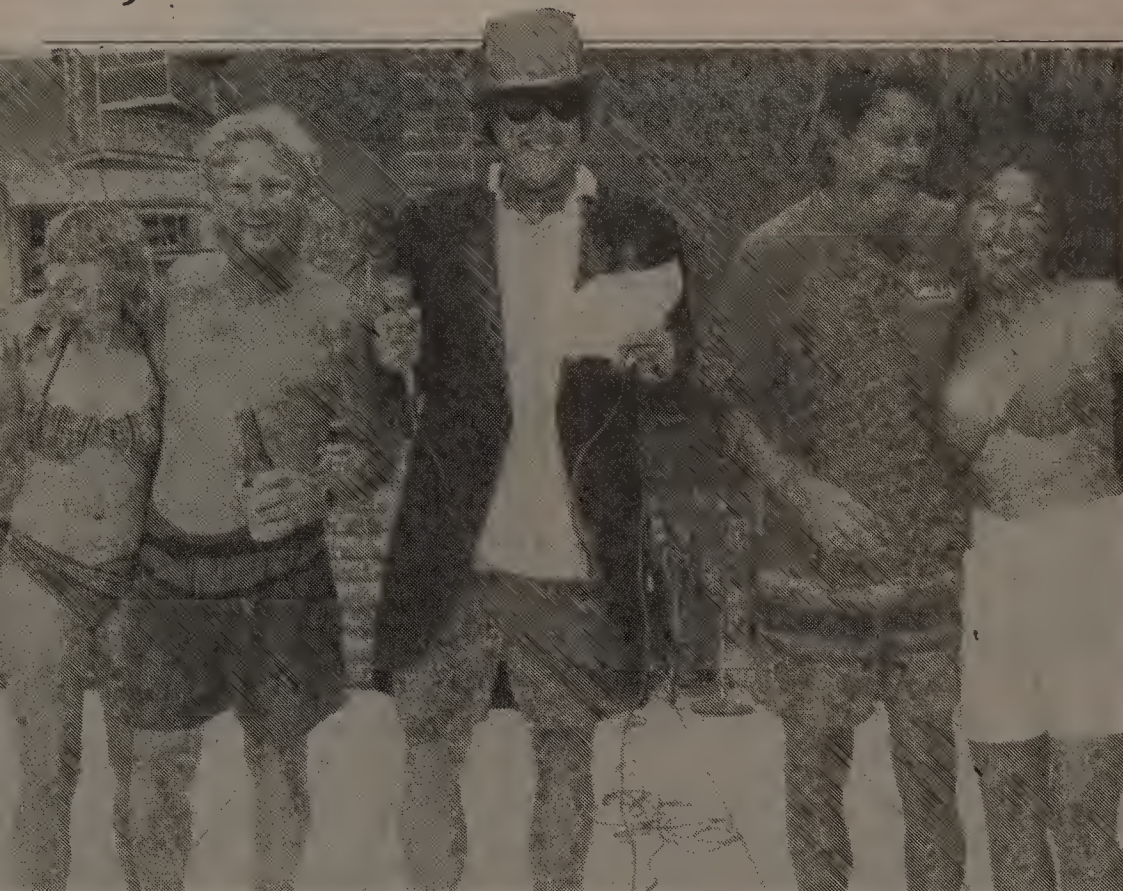


LATITUDE/ANDY

Spread; The 'soul sailors' — none of whom used their engines for propulsion — are recognized at Cabo. From the left: Tim & Lisa of 'Indigo'; Don Hiatt of 'Loon', and Jim (Ginny?) Meeker of 'Tafia'. Inset; the serenity of Baja, California.



# BAJA HA-HA '95



LATITUDE/ANDY

the Cal 25 Duck Soup, the smallest boat in the rally, the night of foul weather gave them the offshore equivalent of Mr. Toad's Wild Ride. The boat they'd recently bought for \$3,000 had no dodger, so they were completely exposed to the constant lightning, heavy rain — and what Ned and Jean Pugh on the nearby Valiant 40 Moonshadow recorded as 30 knot winds.

"We were blasting downwind very nicely," Walsh reports, "when the wind shifted and we took a big knockdown." It was pretty scary for Walsh, who normally sails on the placid waters of Whiskeytown Lake and was sailing on the ocean for his first time. Jackson, who'd sailed through the Canal to

By the time they got to Cabo, many Ha-Ha participants had learned the importance of having dinghy wheels in Mexico. The beach on the bay at Cabo is a notorious dumping ground.



LATITUDE/ANDY

Johnny Johnson and the crew of 'Cruiser' were all smiles when presented with their ribbon — by some guy who looked like 'the Penguin'.

the Caribbean in a larger boat, didn't think it was that bad.

"I have much brighter memories of the gigantic school of 300 to 400 dolphin we saw," says Walsh, "and the two sea turtles." Indeed, near the end of the second leg, the Ha-Ha fleet began seeing, catching, and touching all kinds of interesting sea life. A show of hands at the awards ceremony revealed that a good number of folks had seen whales, almost all had seen large schools of dolphins, and at least three had reeled in marlin.

A second boat to sail the entire way from San Diego to Cabo was Jim Meeker's Cal 34 Tafia, which had also done the first Ha-Ha. Sailing with an all-woman crew once again, Meeker was asleep belowdecks one night when Deanna, Jan, and Susanna spotted a whale. "In the beginning we were thrilled," say the women, "but he kept right up with us and after a while we became concerned. We were pretty ripe by that time, and we thought maybe he could tell we were female and was thinking about trying to mate with the boat or something."

Not wanting to wake Meeker, who was probably tired from having had to cook a dinner, the women got on the radio and asked other boats for advice. They were advised to blast out the Stone Temple Pilots as loud as they could on the stereo. Alas, they only had a couple of Walkmans and didn't even have the correct tape. Eventually, the whale lost interest and swam away.

When Tafia was visited by dolphins on

another occasion, Deanna got so excited that she scrambled to the bow and started to pound on the hull. "It seemed to attract the dolphins," she says. She leaned over so far and for so long that she ended up, "bruising my sternum — to say nothing of one of my breasts". Love hurts.

Before the start of the Ha-Ha, Charles Beazell, Jr., of the Hunter 54 Joe challenged John Scott of the MacGregor 65 Northern Dancer to a fishing contest, the prize to be a bottle of champagne. Thus Charles and his dad, Charles Sr., trolled lines most of the trip. They had three good catches on the first leg alone, including a 40-lb dorado. "We were moving real well under the spinnaker when we hooked him," laughs Charles, "and had to make one of our best spinnaker takedowns ever in order to reel him in."

Despite catching fewer fish, the crew of Northern Dancer won the bottle of champagne for the biggest fish. To add insult to injury, they caught it using one of Joe's lures! Having spilled a Corona on our notes, we're unable to report if Northern Dancer, like Chap, had caught a marlin or what.

The undisputed fishing hero of the fleet,



Spread, Bill and Leslie Caughran of the San Jose-based 'Daydream II', one of two father/daughter teams, chase the fleet at the start. They were assisted by crewman Bill Higgins. Inset, two of the wives were described in pre-race profiles as "she who must be obeyed". Both Barbara Johnson, seen here, and Sue Angus received replacement bullwhips in Cabo.

LATITUDE/RS



# 'NOTHING SERIOUS'



LATITUDE/ANDY

**Good food — like fresh fish tacos — is cheap and plentiful in Cabo. But watch out for the hot sauce!**

however, was Dave Martin of the Fort Bragg-based Chris Craft 35 sloop *Sunshine*. A commercial fisherman for five years, Martin hooked a 65-inch wahoo — which was just inches longer than the wahoo snagged by Al and Debbie Farner of the *Valiant 40 Different Worlds*. Martin graciously shared his catch with everyone at the end of the second leg.

By the time the fleet reached Bahia Santa

Maria, it was rather widely dispersed. Some boats had deliberately fallen behind, others had continued another 25 miles to Mag Bay, and several others had kept right on going in the hopes of getting one of the few slips left in the jam-packed Cabo marina. Many of those at Bahia Santa Maria were tired, both from the 600 miles they'd already covered, and from 30 hours of wind on the nose. When combined with the fact that landing on the beach or crossing the bar into the lagoon at Bahia Santa Maria can be tricky, social activities were almost non-existent.

One who not only crossed the bar, but did it with elan, was Bryce Hansen of the Washington-based schooner *Ogigiona*. "He floored that dinghy and almost stood her straight up when going over the waves," marveled Pete Caras, the Grand Poobah. For his daring, Bryce was awarded his own dinghy — the \$5 Mexican kind — at the awards ceremony. Bryce, by the way, is 10 years old.

## Leg Three

What cruiser hasn't been humiliated at one time by a racing machine rocketing past



LATITUDE/ANDY

**New cruising buddies: Freda (15) of *Coyote*, Lynsey (14) of *Vixen* and Laurel (14) of *Talaria* kept in touch by chatting via VHF while offshore.**

as though he or she were standing still? Well, it was on the third leg that several cruisers got their sweet revenge.

James and Pamela Yares were tooling along aboard their *Mariner Centaur 34 Passages* when the *Santa Cruz 70 Grand Illusion*, competing in the Long Beach YC's





# BAJA HA-HA '95



race to Cabo, was about to overtake them. But the wind suddenly shut down completely, and the two crews found themselves side by side with limp spinnakers. "After a while, Pamela and I got tired of just sitting there," says James, "so we turned on the motor and took off. 'This is why we went cruising,' we shouted to the understandably steamed crew of the sled. You've heard of 'tight cover' and 'loose cover'. Well, we employed 'motor cover'."

Sausalito's Dick Hein, sailing aboard the Valiant 40 *Amazing Grace*, had a similar experience. "One of the highlights of our trip

**Pete and Tracy Caras will never forget their Ha-Ha honeymoon! They nursed their flu at Squid Roe, Cabo.**



**Every tyke in the fleet had a crack at 'Mr. Bunny', the piñata, before he burst. This was Trick-or-Treating the hard way.**

was blowing by the Santa Cruz 70 *Mongoose*, which won the sled division of the Long Beach YC's race. It was a great feeling — even though we were motoring and they were sailing."

But the best cruiser-racer interaction of all was between an unidentified Santa Cruz 70 and Tim Adams and Lisa Deet's *Santana 35 Indigo*. "We were in the same wind hole, almost becalmed," remembers Adams. "Then we got a tiny puff of wind that they didn't, and we sailed away from them." It was a big — if brief — thrill for Adams, who prior to the Ha-Ha had only sailed their boat on the Great Salt Lake.

Most women, of course, have different interests and concepts of highlights than do men. For Deets, the highlight was — literally — "Having to duck in order not to get hit by a falling star! It seemed to come so close and so fast," she says, "that I flinched!"

Adams and Deets, both sailing in the ocean for the first time, didn't use their motor at all, and thus *Indigo* was the third 'soul sailor' in the Ha-Ha fleet. "There's no such thing as no wind," philosophizes Adams, "only transitions."

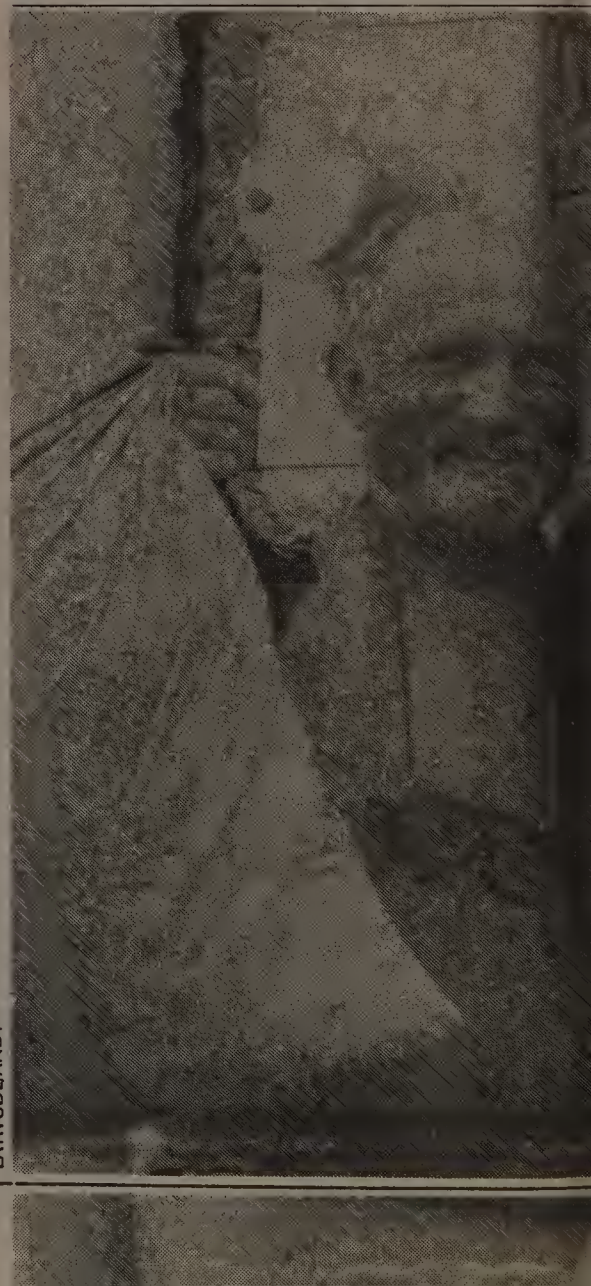
With a final leg of mostly light air, the majority of the Ha-Ha fleet poured into the bay at Cabo San Lucas on the afternoon of November 9. Once they got a berth or rafted-up in the marina, or set their hooks out in the bay, they all headed for Lucina's Broken Surfboard Tacqueria, the Ha-Ha and Some Like It Hot headquarters. With the long voyage over, the celebrating began in earnest.

## In Review

Was the Ha-Ha perfect? Ho-ho, ha-ha, what a foolish question! Of course not, no

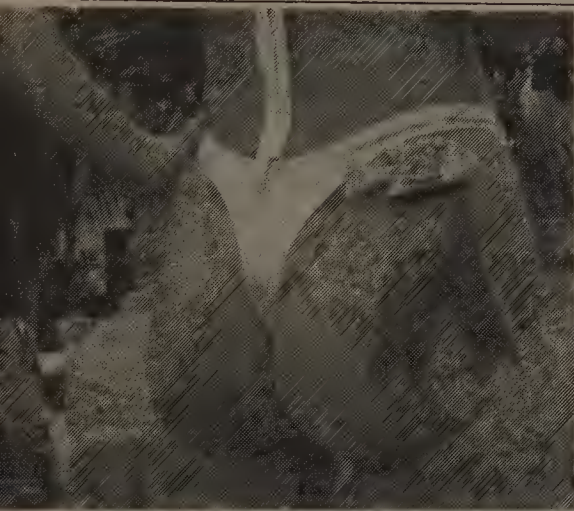
more than any given issue of *Latitude* is perfect. The *Wanderer*, for example, screwed up all three finish lines by not limiting them in an westerly direction. That wouldn't have been so bad if the Baja coast ran north-south, but it runs northwest-southeast. As a result, each leg was significantly shorter if you were willing to cross the finish line . . . 30 miles offshore! Nobody ever said the *Wanderer* was the sharpest knife in the drawer.

Folks who'd sailed in the first Ha-Ha and several others groused that the Grand Poobah, Pete Caras aboard *Crescendo*, didn't do as much as he could to hold the fleet together. There may have been some truth to this, but the Poobah had two pretty strong excuses. First, he and the entire *Crescendo* crew — including his wife Tracy, with whom he was honeymooning — were sick as dogs with the flu for the duration of the event. They were in *bad* shape — and still hadn't shaken it 10 days after the Ha-Ha





# 'NOTHING SERIOUS'



LATITUDE/ANDY

*The awards ceremony at Cabo was not a formal affair — as evidenced by Suzy O'Keefe's personal ribbon holder.*

was over. Second, it seemed that no two people entered the Ha-Ha with the same purpose or interests.

"It was like trying to herd a group of 68 cats," sighs Caras. "People started early, they started late — and when some people

learned there were only a limited number of slips in Cabo, they just skipped the last leg entirely. Like good cruisers, everybody just did their own thing."

Post-race surveys revealed just how diverse the outlook of the fleet was. One participant said Cabo was so awful that it never should have been the Ha-Ha destination — and besides, the rally should have lasted three months rather than just 10 days, an interesting although impractical suggestion. While the vast majority were satisfied with the racing being a fairly insignificant attraction of the Ha-Ha, that wasn't the case with everyone. Chuck Beazell, Jr., on the Hunter 54 *Joe*, felt the racing needed to be much more organized. But others were unhappy there was any racing at all. "Why did we have to take

*Phew! The crew of 'Randy Tar' showed up at the Broken Surfboard with some pretty ripe laundry. In addition to serving the best breakfast in Cabo, Lucina takes care of other cruiser needs.*



STEVE JOST

*Like horses teathered to an old hitchin' rail, dinghies of all shapes and sizes await their owners' return at Turtle Bay, while the Ha-Ha kids spend time 'hangin' out'.*

times?" one skipper asked. Actually nobody had to — and many didn't.

The biggest stink, however, was over the use of the radio. At least two veteran mariners were furious at the amount and length of conversations on Channel 68. Many others, particularly those with kids aboard, found that being able to chat while on passages was a highlight of the Ha-Ha.





# BAJA HA-HA '95 —

And they weren't very happy about the "radio police".

For reasons we don't completely understand, one entry recommended a higher entry fee. Another was so outraged there wasn't food at the awards ceremony, that he quickly accepted the Wanderer's offer of a full \$100 refund. Only minutes later, the fellow stepped to the podium and accepted his ribbon and a \$25 rigging knife, making a total of about \$65 in goodies he must have felt he deserved because he was . . . we don't know . . . such a wonderful person or something. You can drive yourself nuts trying to understand such peculiar behavior, but the Wanderer preferred to sit back and laughingly marvel at how different and wonderfully wacky we humans are.

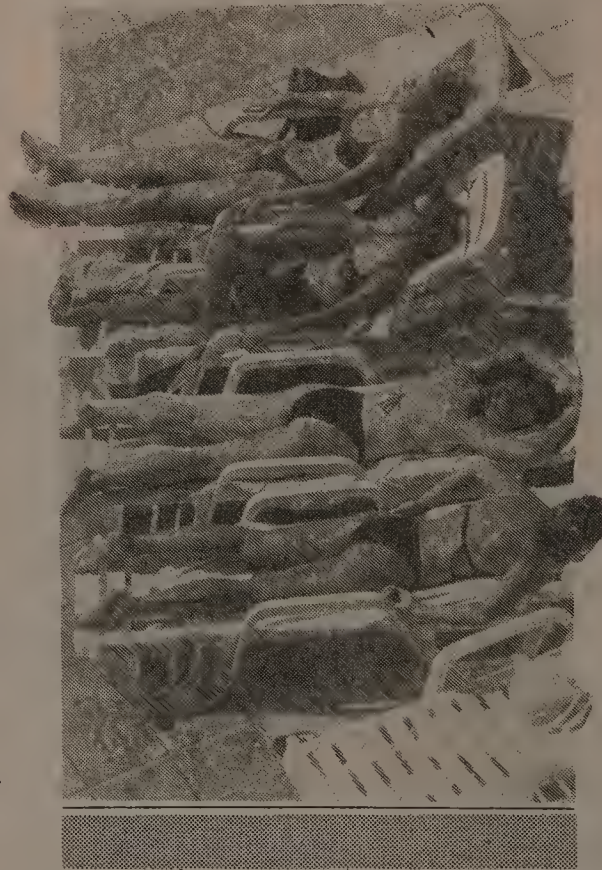
Despite a spat of minor complaints, we're pretty confident the huge majority of participants had a terrific time. And since actions speak louder than words, we think the post Ha-Ha plans for much of the fleet speak volumes about the event itself. As we go to press, officials at Cabo Isle Marina report that close to 50 of the boats were planning to sail en masse to Puerto Vallarta for Thanksgiving, with *Crescendo* again being the Poobah platform. And after that, they intended to again sail en masse to Z-town for Christmas. While we think that's a ringing endorsement of the Ha-Ha concept, we sure hope folks don't get carried away with this rally business.

## Next Year

We wouldn't be surprised if there isn't considerable demand for another Ha-Ha next year. While the Wanderer will be delighted, if asked, to MC such an event from start to finish, *Latitude* will not be the primary sponsor. For two years now we've left ourselves open to lunatic legal assaults that are so typical of the American system of injustice. In fairness to our kids and ourselves, we can't accept it anymore.



*Above and below: Beautifully sculpted works of nature are familiar sights around Cabo San Lucas.*



At this point, it's unclear how the Ha-Ha will proceed, but it surely will. Perhaps through a newly organized Baja Ha-Ha YC, an existing yacht club, one or more members of the Mexican Marina Owners Association — who knows? We're willing to listen to all proposals that will guarantee three things: 1) That the Ha-Ha remains inexpensive, 2) That it meets the needs of cruisers rather than any sponsoring organization, and 3) That it starts in the last week of October or the first week of November.

As the Wanderer envisions next year's Ha-ha, there will be three divisions: 1) Performance Cruising, with only a very limited amount of motoring allowed; 2) Cruising, in which unlimited motoring will be permitted; and 3) Social, for people who want to be part of the 'family' but otherwise want to do their own thing. There may also be additional legs, to La Paz, Mazatlan, Puerto Vallarta, and Z-town.

The Wanderer also envisions slightly greater entry requirements. Folks entering an event like the Ha-Ha owe it to themselves and everyone else to at least have a little overnight offshore sailing under their belts. A few folks who entered this year were in denial about the hazards of ocean sailing. That scares us, because you're all terrific folks, and we don't want to have to lose a boat or lives before it sinks in. As we've said all along, you can't Ha-Ha if you're dead or injured.

Fortunately, it was another benign weather year, and most of the skippers were experienced enough to happily conclude, as did one unidentified survey respondent, "The Baja Ha-Ha was a perfect way to begin our world cruise! It enabled us to meet other new cruisers, start new friendships, share knowledge, experiences and dreams. Although we are confident in our sailing skills, it was reassuring to come down to Cabo with a group."

— latitude 38

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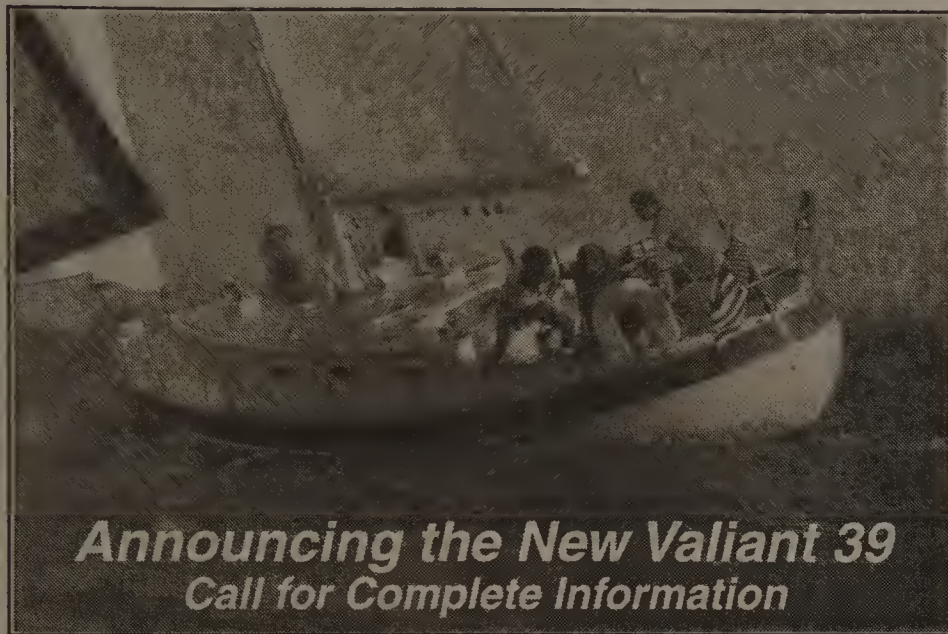
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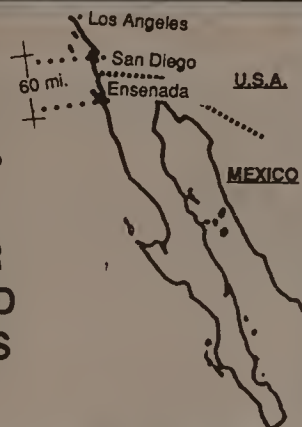
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## The *Latitude* Interview:

# Charles & TC Vollum

*Just when we think we've 'seen it all', we hear about a couple like Charles and TC Vollum. When the Portland-area couple decided to go cruising 'together', they 1) Didn't buy the biggest boat they could afford; 2) Didn't sail with each other; 3) Didn't take any crew; and 4) They didn't even start within 1,000 miles of each other. How did they manage that? They sailed singlehandedly in separate boats!*

*It wasn't because they weren't 'getting along'. Charles, 43, and TC, 44, have been happily married for 19 years. As crazy as it sounds on the surface, the Vollums actually consider their unorthodox cruise to have enhanced their relationship rather than detracted from it. Obviously very intelligent, they turned out to be two of the most fascinating sailors we've had the opportunity to interview.*

**38:** You look like normal people — so whose idea was it to cruise across the Pacific 'alone together' in two rather small boats?

**TC:** The original plan was to sail together on one boat — like most couples do. Once we got to French Polynesia, we'd leave the boat there and periodically return for visits. The thing we disagreed on was the size of boat we wanted. I actually wanted a 20-foot Flicka from the very beginning, but Charles wanted a bigger boat — a Hinckley 51 or, at the very least, a Crealock 37.

**Charles:** We kept coming down in size and compromising. We eventually bought my Nor'Sea 27 *Virtue* in 1990, and sailed that quite a bit on the West Coast. But TC never lost her passion for the Flicka.

**38:** These days most folks go cruising in boats between 35 and 50 feet. What's the attraction of small cruising boats?

**TC:** One of our first sails was on a Stevens 47 in the Caribbean, and I briefly got my little finger caught in a line. I wasn't hurt, but it made me realize that the forces were so great my finger could have been torn off. I didn't like that. And I wanted a little boat that I could push around.

**Charles:** The Nor'Sea 27 is a trailerable boat, and we've had her all over the place. We bought her in Annapolis and trailered her back here, and have since been up and down the West Coast from Seattle to Baja. Even after sailing her to New Zealand, she still has more road miles than ocean miles. With 8 feet of beam and a 12,000-pound displacement, she's about as big a boat as you can trailer.

**38:** What do you tow her with?

**TC:** A Dodge One Ton that's powered by a big Cummins diesel engine. We call it 'Arnold Swartzentruck' (*laughter*).

**Charles:** And he still has to work hard to pull that load. *Virtue's* former owner used to pull her with a Cadillac or Suburban or something like that.

**38:** The Flicka, of course, is also trailerable. What's the name of that boat?

**TC:** *Tikaroa*. It means both 'perfectly right' and 'straight ahead' in the Maori language as spoken on Rarotonga. I really wanted a Flicka.

Really badly.

**Charles:** It's true, she used to drool over them.

**TC:** One time we were sailing with a friend aboard his 40-footer and stopped at Penrhyn in the South Pacific. While there, I saw this little green Flicka, and just *had* to get my picture taken with her. While having that done, I said to myself, 'Wow, she's a small enough boat that I could both afford her and be able to sail her to Raiatea by myself.'

It took a year of a slow searching to discover the boat I'd had my picture taken with in Penrhyn belonged to a tug operator in Hawaii whose wife lived in the Cooks so their kids could go to school there. When I finally got in touch with him, his response was, "No way will I sell my Flicka."

**Charles:** It was a fun experience, though. We had a four-hour layover in Hawaii and called the guy up. He told us that he had to move a ship with his tug, but invited us to come down.

**TC:** So we went aboard his tug and just talked nonstop about singlehanded voyages, Flickas, and that kind of stuff. He had a crazy woman on his hands (*laughter*). Then we had to dash back to the airport to catch our plane.

**Charles:** The guy's name is Bruce, and it turned out that Pacific Seacraft, which made the Flicka, had featured Bruce and his trip across the Pacific in full-page ads.

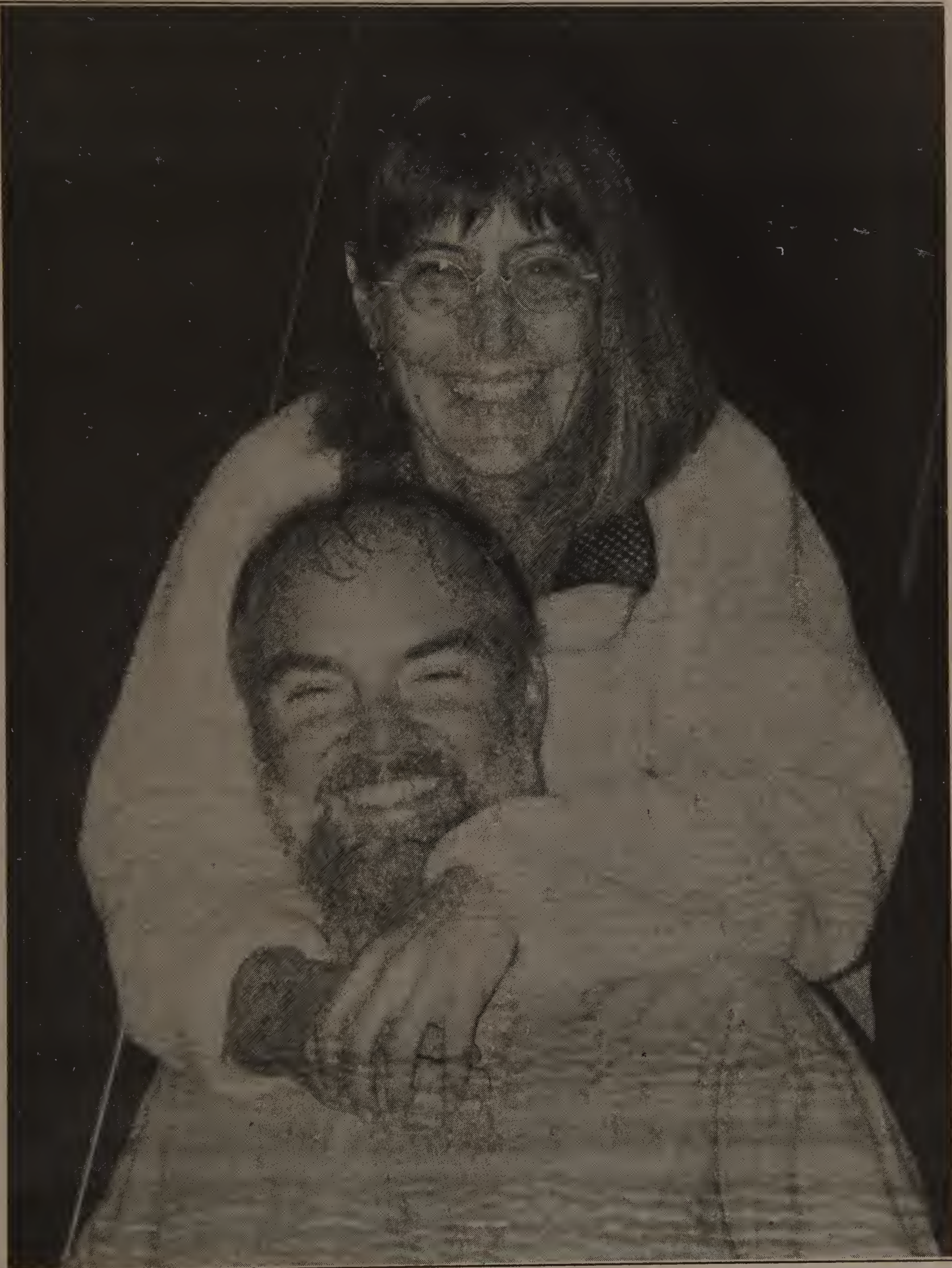
**38:** Pardon us, TC, but we're still not completely clear about the reasons for your fascination with small boats in general and the Flicka in particular.

**TC:** The Flicka's size makes her easy for one person to handle — yet she still has standing headroom. And she's cute! I just really liked the idea that I could buy one and paint her green with gold leaf curlicues — just the way Bruce had done. So that's exactly what I did.

**Charles:** For her size, the Flicka really is a roomy boat. There are at least three in the same harbor in Port Townsend as *Tikaroa* — including one with a family of five that lives aboard.

**TC:** They're also seaworthy boats. But for me, the biggest thing was that Charles and I would each get to be captain our own vessels.







## conversation:

**38:** Ah. Now we're getting somewhere. So now you both have your own boats. What plans did you make to keep in contact once you started cruising?

**Charles:** We buddyboated when close to land, but not out on the ocean because of the difference in boat speed.

**TC:** And even when close to land we didn't want to stay too close

*"In bad weather, I actually felt less threatened than people cruising in 40-ft boats."*

together because we didn't want to run into each other.

**Charles:** We didn't even try to stay together in the beginning.

**TC:** That's true. I trailered *Tikaroa* down to San Francisco because I wasn't thrilled about the prospect of sailing her down the coasts of Oregon and Washington. Besides, a friend wanted to see me off from San Francisco, and I wanted to party a bit before I took off.

**Charles:** As for my *Nor'Sea 27*, we'd trailered her down to Baja the previous year, and had left her at Santa Rosalia. So I took off across the Pacific from Baja.

**38:** Where did you first cross paths?

**TC:** (Laughter) Our plan was to meet in the Marquesas, sail the Tuamotus together, and then continue on to Tahiti. As it turned out, we didn't get together until Papeete. Both of us made it to Nuku Hiva in the Marquesas, but by the time I got there Charles had already left.

**38:** What!? You didn't wait for her, Charles?

**Charles:** It's a little more complicated than that.

**TC:** We have a pretty young niece — she was 15 at the time — and I had promised to meet her in Rangiroa so we could sail to Tahiti together. But my trip across the Pacific took much longer than I planned, so she'd already arrived in Rangiroa before I'd even gotten to the Marquesas.

**Charles:** So rather than wait for TC in the Marquesas, I took off for Rangiroa so that TC's niece wouldn't be there alone with the French soldiers.

**TC:** But Charles and I weren't able to meet in Rangiroa either (laughter) because the weather was so bad when I arrived that it was impossible to make it inside the pass.

**Charles:** TC tried to enter the pass at slack water, but when heavy surf comes over the reef on the other side of the atoll, there's no such thing as slack water. The lagoon is filling continually and trying to equalize itself by pouring out the pass — at about five or six knots.

**TC:** In addition to the water going out the pass, the weather was very nasty in general. The seas were particularly rough because of the backwash from the atoll. In addition, I was exhausted and just had to get some sleep. Then I took a major knockdown, and *Tikaroa* was suddenly ankle deep in sewage and seawater. I wasn't very happy about that, so I basically ran off under storm jib — away from Rangiroa — while I sorted out the boat.

By the time I'd gotten everything back together after the knockdown, I couldn't find a good route between all the atolls — which are very low and beset by treacherous currents — so I decided to sail around the western end of the Tuamotus. I was actually going to take shelter in the lee of the westernmost of that island group, but wasn't able to pull it off. So I had to sail out into the tempest once again, continuing on something like 500 more miles to Moorea, and then Tahiti.

**38:** You must have been in communication with each other by this time.

**Charles:** All the time. We'd talk every couple of hours by VHF or SSB, depending on the range. So while I was anchored inside the lagoon at Rangiroa with *Virtue*, I knew what TC was going through outside.

**38:** What was it like in the lagoon?

**Charles:** The wind was blowing about 30 knots out of the south — which is not the normal direction. Because the lagoon is about 50 miles long, there was a very long fetch, and the waves really built up. For the 10 to 12 of us who were at anchor, it was as though we were pounding to weather — except that we were anchored. It was not comfortable. And since the wind was blowing out of an unusual direction, all of us were barely holding ourselves off the reef that was just to leeward of us. Because of the shift in the wind direction, most of us had our anchor lines wrapped around coral heads. I sure didn't want to sail out of the lagoon and into the open ocean — where TC was — in those conditions.

**38:** So what did you do, wait a couple of days for things to settle down?

**TC:** He waited two weeks.

**Charles:** (Laughter) No, it was just a couple of days. I put our niece on a plane to Papeete — she never did get to go sailing — and then sailed on.

**38:** What is it you folks do when you're not sailing?

**Charles:** I wrote programs for Macintosh and Newton computers.

**TC:** I do goldsmithing, a little writing — stuff like that. We live in a little town just outside of Portland.

**38:** Getting back to the water, did you sail in company once you met up in Tahiti?

**TC:** Well, I'd always leave first and arrive last. This was even more true in instances where Charles — because his boat was equipped with radar — could sail through island groups that I needed to sail around.

**38:** All other things being equal, boatspeed is determined by the length of the boat. How big a difference was there in the cruising speed of the *Nor'Sea* and the *Flicka*?

**TC:** The *Nor'Sea* was appreciably faster. If it weren't for Charles, I'd never buddyboat when cruising a *Flicka* — because I'm always the last one to arrive.

**38:** Well (laughter), doesn't that piss you off?

**TC:** Sure it does! But what am I supposed to do, get a bigger boat? You see, I love my *Flicka*, she's perfect! I just want one with a 40-foot waterline.

Certainly I get frustrated because she's not faster, but it's all relative. After all, you don't sail across the Pacific just to get to the other side quickly. There are other reasons involved.

**Charles:** We did a lot of buddy-boating with *Mai Tai*, an Annapolis 44. The three of us would leave at the same time; the Annapolis would always get there first, I'd get there second, and TC would get there last. Once the crew of *Mai Tai* got someplace, they'd go ashore and order some burgers and ice cream — and then call me on the radio! That was much worse for me than when just TC and I buddyboated, and I always got there first.

**TC:** The papaya pie incident was, in my estimation, the quintessential moment of cruelty that I had to endure during the entire trip. There I was, in the terribly frustrating InterTropical Convergence Zone, 30 days out of San Francisco, with almost 10 more days before I'd reach the Marquesas. And all I had left in the way of 'fresh' food was half of a rubbery head of cabbage. I'd just gotten waxed by a storm, and was wallowing in the sloppy aftermath.

Meanwhile, Charles had just arrived at Nuku Hiva and called to tell me he was eating a delicious papaya pie at Rose's! I believe I actually cried over the radio. I also believe this was the first time I realized a lot of people were tuning into the conversations Charles and I were having.

**38:** There is no privacy on the airways, is there? We remember a couple who crossed the South Pacific on different boats, and who developed a rather spicy romance during conversations over the SSB. To their embarrassment, they later discovered that just about every yacht in the Pacific with an SSB had tuned in for their nightly 'hot



talk'. (Laughter)

You said your original plan was to keep the boats in French Polynesia and visit from time to time. So how was it you ended up in New Zealand?

**TC:** Well, from Moorea we sailed to Papeete and then through the rest of French Polynesia: Tahaa, Raiatea, Huahine — the normal stuff. At that point our plan was still to leave our boats in French Polynesia, which meant we wouldn't have to rush over to New Zealand in order to escape the South Pacific hurricane season. We even went so far as to give almost all our provisions to our friends on *Mai Tai*.

**Charles:** Then, just a few days before we were going to fly back to the United States, we had a long radio talk with *Mai Tai*, and they ended up persuading us not to stay in French Polynesia, but to join them in Rarotonga (laughter).

**38:** It must have been getting pretty late in the season.

**TC:** I arrived in Rarotonga on November 1, the first day of hurricane season in the South Pacific. We stayed in Rarotonga for a month because the reinforced trades had started blowing, and we didn't want to get into that. "We'll wait another day or two and then leave," we kept telling ourselves. But we were having so much fun that we didn't want to leave. Eventually, though, we pushed on to Nuie and then Tonga.

We didn't leave Tonga — which is still in the hurricane zone — until December 20. That meant we were at sea for both Christmas and New Year's. It turned out great, as we had wonderful weather. The folks who'd left earlier — when you're supposed to — got waxed.

**Charles:** It's a dreaded passage from Tonga to New Zealand, but we both had gorgeous trips the whole way. The trades were pleasant — sometimes just a little stiff — but on the beam. The last day or two the wind died and we had to motor in. And to think that we'd both had third reefs stitched into our mainsails before leaving Tonga. (Laughter)

Maybe we were more than just lucky, as there was some strategy involved. The locals advised us to leave just after a tropical storm, because it meant there wouldn't be another one for at least 5 to 10 days. We figured that would give us all the window we needed to get far enough south to be free of hurricanes.

**38:** Given their short length, everyone understands that neither the Flicka or Nor'Sea 27 would be rocketships, even by cruising boat standards. What kind of 24-hour runs were you able to get?

**TC:** Sometimes I made as many as 110 miles in 24 hours. But there was one day — during which I sailed hard to weather the entire time — that I only made four miles. (Laughter)

**Charles:** My best day was 130 miles; my worst was 40 miles. But I had a lot of 120-mile days.

**TC:** Once I got into the tropics, I never had long runs such as I did just after leaving San Francisco. I just didn't have consistent winds again.

**38:** Jumping forward a bit, how did you get your boats back from New Zealand?

**Charles:** We sent them back by ship. Because they were small enough to shoehorn both of them onto a single rack container, we got to ship both of them for the price of one, which was \$10,000. There was a 46-footer also being shipped back, but because it didn't fit on the container, it cost much more.

Boat Haulage in New Zealand — which had shipped the Kiwi America's Cup boats — handled everything. They knew their stuff. They'll even shrink wrap everything before it's shipped.

**38:** What were your sleep routines during passages?

**TC:** My normal routine was to sleep for 20 minutes, at which time I'd be awakened by a very loud alarm clock. Charles did the same thing, but he's more laid back about keeping a watch and looking around. Neither of us would sleep through the night during passages.

**38:** During our conversations with singlehandlers, we've often

heard stories of frequent and/or vivid dreams, hallucinations, and extreme emotional highs and lows — usually brought on by lack of sleep. Did you experience any of that?

*"Deprivation became a way of life, almost a religion. I gloried in deprivation!"*

**TC:** I never experienced anything extreme, but when you're only sleeping 20 minutes at a time, you're living in what might be called 'border phenomenon' — sort of a twilight zone. So yes, there actually were a couple of interesting things that happened.

Once I was thinking about some watches I'd stood with a guy named Carl, who is a friend of Charles and mine. I'd had this vision of myself on the trip sitting in the cockpit and looking at all the stars in the heavens. I was sailing along feeling *really* tired, thinking of the talks I'd had with Carl while looking at the heavens. Then something needed to be done; a sail trimmed or something. But I went back to sleep thinking Carl would do it. When I woke up 10 minutes later, I realized that I was alone and he wasn't there to do it.

Incidentally, in my 39-day crossing from San Francisco to French Polynesia, I didn't get much chance to lay back and look at all the stars in the heavens. If I remember correctly, there were only two nights in which I could see stars (laughter).

There was another time when I heard the rest of my crew — which numbered about 15 — tramping up the companionway and talking about taking some sail down. I actually got up and put the storm sails on. But by the time I was done — it required about 10 minutes of hard physical labor — the squall had moved past. Then I realized I wouldn't have done anything if I hadn't been paying attention to all the other crewmembers talking about changing sail (laughter).

**38:** How did you do emotionally, Charles?

**Charles:** I had my ups and downs. You wouldn't expect it, but you actually get used to sleep deprivation. I also spent a lot more time sleeping each day on the boat than I do on land. I took lots and lots of half-hour naps. But that's not the same as getting eight hours of sleep in a row.

**TC:** I never slept during the day, but after dark I'd nap. I didn't listen to music, read or anything else because I didn't want to use my limited electrical power. Emotion-wise, calms were the hardest for me. In heavy weather there's always fear to keep you occupied.

**38:** Well, what about fear (laughter)?

**TC:** Hmmmm, I don't know. What is fear anyway?

But that's another thing I like about singlehanding: you have control over what happens, and don't have to worry about whether others are doing their jobs properly or not. I think of all the poor women who are out cruising with their boyfriends or husbands, but don't know how to sail. Too many of them wouldn't have any idea what to do if their captain went over the side. For me, having to put such trust in another person would be the greatest fear. But I had reason to be confident. I knew my boat was sturdy to begin with, and because I'd done a bunch of work to beef her up even more, I *knew* that she could handle it.

**Charles:** A few moments before you arrived, TC and I were discussing fear and sailing. And let me tell you, the terror you experience on a small boat on the ocean is nothing compared with the terror of starting small businesses. (Laughter)

**TC:** That's true.

**Charles:** When you start and run a small business, there's a low level of tension, but it's never-ending. And you're grappling with things you can't get your arms around. There are always so many ideas to implement, and the results are always far off in the distance



## conversation:

and subject to changes you might have little influence over.

**TC:** The difference with sailing on the ocean is that you see immediate results. Say you're skidding sideways down waves. You

*"On the Internet, I asked for opinions on leading lines aft. It set off the equivalent of a religious war."*

can put out a drogue or take other remedial action and see results right then. It's not like with start-up companies.

**38:** TC, in the course of your travels, did you see many other women singlehanded?

**TC:** Not many. There was Mary McCollum aboard *Mighty Merry*, Too, from the Northwest. We ran into her several times. Then there was a woman aboard *Sappho* who apparently had sailed with her son as far as Mexico. When he didn't want to continue, she took off across the Pacific. When we last heard from her, she was becalmed on her way to the Marshall Islands. Then there was Debbie, a Kiwi woman in her late 40s who was just finishing a seven-year circumnavigation. She was very encouraging after my knockdown off Rangiroa. She said it was the worst weather she'd seen in her seven years of sailing around the world.

**38:** Did you have a lot of bad weather?

**TC:** We certainly had our moments of bad weather, but no, we mostly had good weather.

**38:** How did the two of you get into sailing?

**TC:** In the late '80s Charles and a friend dared each other to charter a Stevens 47 in St. Lucia and the Grenadines. In some respects it wasn't the greatest trip, because the steering went out and the halyards got all tangled as we were heading for the rocks. But it was exciting, and we got hooked.

Then we did a couple of passages with John Neal aboard *Mahina Tiare*. They were good experiences, because John is a good teacher and because it gave us a reasonably good idea of what we were getting into. I personally find it hard to believe that some people just decide they're going cruising, buy a boat, and just go.

In any event, we only started sailing about six or seven years ago. Prior to that we were busy starting a couple of small companies.

**38:** So what's in the future for you folks?

**TC:** Well, in the short term, we're delivering a Peterson 44 to Hawaii for a woman I met across the dock in Papeete. She can't do the trip herself because she's taken a post as the head doctor at the research base at the South Pole. Before that she practiced emergency medicine at an Indian reservation in the southwest. She's an interesting woman.

**38:** It takes one to know one. What do you think it will be like sailing such a 'huge' boat?

**TC:** All right, I guess. We'll have some friends with us, so it will probably be like a 20-day party.

**Charles:** For the long term, we're figuring out the next thing, but in the meantime we need to make a little money.

**38:** Do you envision a similar sailing trip again?

**TC:** Yes, although we're not sure where or when. But I think there's better music in the Caribbean than the South Pacific.

**Charles:** Yes, but the wine is better in France.

**38:** Such places have crossed your minds as sailing destinations?

**Charles:** Sure. I think the trailerability factor opens almost limitless possibilities. We could drive them cross-country and be sailing the Florida Keys by next week, which would be nice. Or, again because they're small, we could have the boats shipped relatively inexpensively to the Med.

Another nice feature of both the boats is that they are shallow draft. When we sailed with *Mai Tai* in the South Pacific, there were

lots of places that were too shallow for them. So we'd all pile onto one of our boats and sail over to the shallow areas. When we anchored in deeper water, we'd all raft up — so it was like being on one huge boat.

**38:** But honestly, didn't you wish you had more space?

**Charles:** Yes, but not that much.

**TC:** When I'm sailing, I don't need a lot of space. I just want to get the sails set right, get some rest, and get to wherever I'm going.

**38:** In which case it must be frustrating to realize that you could have crossed from San Francisco to the Marquesas in nearly half the time with a more typical cruising boat.

**TC:** If speed is that important, you should fly instead of sail. You'd be there in a day.

**Charles:** It boils down to why you sail in the first place.

**TC:** For me, sailing makes a better adventure than a lifestyle. I say that because when your boat is anchored out and the wind comes up after dark, for example, you worry about her dragging, or having to get soaked up on deck making sure she's not dragging. There's wear and tear on the psyche.

**38:** Did you feel safe at sea? Any wishes for something larger then?

**TC:** I always felt safe with *Tikaroa*. While in the bad weather off Rangiroa, for example, I actually felt less threatened than people cruising in 40-ft boats. It's a function of the size boat and the rhythm of the waves. The 40-footers were slamming into the waves while my little boat was fitting between the waves and going over them like a cork.

**Charles:** My impression is that with larger boats, you're faced with larger forces. But in moderate conditions, it's fair to say that you get a smoother ride with a larger boat. You bounce more in small boat.

**TC:** I agree. I had a discussion with a woman about how hard it was to go to the head in my bouncy little boat. She recommended I use a bucket in the cockpit. I tried, but it was so rough that I thought I might be flung overboard at any time.

**38:** How were your boats set up for singlehanded? Did you have roller furling, lines led aft and so on?

**Charles:** Neither of us had roller furling. It seems to me that when it comes time to get down to a storm jib, you don't want to try to get by with just rolling up a large sail. And it's such a short distance from the cockpit to the mast in the *Flicka* and the *Nor'Sea* that leading the lines aft didn't seem necessary. Before we took off, I got on the Internet and asked singlehanders for their opinions on leading lines aft. It set off the equivalent of a religious war.

**38:** How did your boats compare in size to other cruisers in the places you stopped?

**Charles:** Every time I entered a harbor, my boat was the smallest — until TC arrived.

**TC:** I'd say the average size cruising boat was 40 to 42 feet. The average size 'small cruising boat' was about 32 feet. *Tikaroa* always seemed to draw a lot of attention because she was so little and so green. And I was talked about quite a bit over the radio.

**Charles:** Having done our cruise across the Pacific, we still think that two small boats rather than one big one is the perfect way to cruise.

**38:** Could you elaborate?

**TC:** When we finally got our butts out of the 'gravity well' that is Tahiti, for example, we headed toward Moorea. There was no wind, so we had to motor out the pass. On the way out, my engine died for about the 57th time because of funk in the tank. So either I was going to go onto the reef or ignominiously have to accept a tow from my husband. He threw me a line and we soon became an 'articulated ketch'. If we'd just had one boat, *Tikaroa* would have gone on the reef.

**Charles:** We had a friend in French Polynesia with a C&C 39



## charles & tc vollum

who faced similar circumstances, and because his wife wasn't there with another boat, the boat went on the reef and lost her rudder. So we were better off with two separate boats.

**38:** Do you think the expense would have been more or less with a single larger boat?

**TC:** Probably comparable. We spent a lot of money fitting out *Virtue*.

**38:** Singlehandlers in particular seem to become emotionally attached to their boats after a long voyage. Did that happen to you?

**TC:** I became attached to the Flicka long before I left. I guess you could say I was attached before I even bought *Tikaroa* in Maryland. I didn't even see her until she was trucked out here.

**38:** You bought her sight unseen?

**TC:** I bought her based on a good survey. There aren't that many Flickas available. I'd located two others that didn't pass survey; they had rigging problems and stuff like that.

**38:** Can you give us examples of the attachments singlehandlers form? Love pats at the conclusion of passages, talking to the boat, that kind of thing.

**TC:** I think we both do the love pat thing. As far as talking, I talked with the boat, the water, waves, weather — I pretty much talked to everything out there at one time or another.

**38:** What did you miss the most during long passages?

**TC:** The thing I missed the most was salads. And to complete the thought on something I mentioned awhile ago, I never did get any of that papaya pie. In fact, by the time I docked at Nuku Hiva, Charles had already left. He'd spread the word before he left, though, so when I arrived, I got so much attention and so many dinner invitations that I never had a chance to taste the papaya pie at Rose's.

**38:** What did people think when you arrived in a 20-footer?

**TC:** They thought I was nuts. But they didn't say it to my face. It was actually that way most places I went.

In Moorea, I was afraid to enter the pass because it was both rough and dark. But John Neal, who was anchored inside in the lagoon, told me he'd come out to show me the way. I was waiting for what I thought would be a dinghy when all of a sudden *Mahina Tiare* loomed out of the darkness like a big white spaceship. He led me in and we rafted up together. I must have looked pretty weird, because John compulsively kept offering me food (*laughter*). Actually, I was pretty skinny — and had developed some awesome muscles from hand-pumping the watermaker every day.

**38:** You hand-pumped your watermaker!?

**TC:** Sure, I made all my water myself. I had to because I could only carry 20 gallons. So I made water with one of those 35-gallon per day watermakers that you operate with a bilge pump type lever. I'd pump an hour a day, which would make about a gallon and a half. On days I took showers, I had to pump for two hours.

Well, in truth, I didn't pump water *every* day. Some days the boat was heeled over so far that the intake for the watermaker was out of the water. As a practical matter, I could only pump the watermaker between 0500 and 0600. This is because I had a radio sked at 0600. When that was over, it was simply too hot to pump.

**38:** Both you and Charles navigated with GPS units, but only he had a radar. Did you miss not having radar?

**TC:** Radar is probably the single piece of optional gear I could have used the most. It would have been easy, for example, to have entered the bay at Moorea without John Neal's help had *Tikaroa* been outfitted with a radar. It also meant I wouldn't have had to sail all the way around the Tuamotus and Southern Cooks, but could have sailed through them. So it probably added a couple of sailing days to my trip. On the other hand, most of the year we were gone was spent messing around in anchorages and stuff rather than making passages.

**Charles:** There's another way to look at the radar question. As soon as we got home, TC put a radar on her boat, too (*laughter*).

**TC:** The passage to Niue finally convinced me to get one. *Mai Tai* had arrived at Niue a day ahead of me, so they radioed me the GPS waypoints for getting there. I was scrolling through my Garmin and accidentally hit 'delete', losing not only the waypoints for Niue, but all the rest I had collected. Fortunately, I'd written them in my log, so I had them and steered to the waypoints they gave me.

*"The papaya pie incident was the quintessential moment of cruelty I had to endure the entire trip."*

In any event, it had been cloudy and dark during most of my approach to Niue, and finally it cleared. When it did, I was stunned to find myself only 100 yards off the island's rocky shore. It turns out, that's precisely where *Mai Tai* had gone, and I was completely safe. But they'd covered that water during the daytime and knew they were 100 yards offshore. I was relying totally on the GPS and the waypoints they had given me. Had my boat been equipped with radar, I would not have been taken by surprise.

**38:** Was that your most memorable landfall?

**TC:** Actually coming into Nuku Hiva after 39 days was probably the most memorable, but not for the reasons you're probably thinking. The thing is, I take a lot of personal pride in looking good when I make an arrival — even if I don't always succeed. When I came into Nuku Hiva, my autopilot wasn't working, so I had the Monitor Windvane steering. Because I was in the process of dropping the jib and because there are numerous wind shifts at the entrance, *Tikaroa* was steering an erratic course right at the time I wanted to look my smartest. I didn't like that (*laughter*)!

I missed my autopilot. After it went out, I had a lot of trouble motoring because I'd have to steer, and the sound of the motor put me to sleep. I kept waking up and finding myself heading off in the wrong direction.

**38:** How much fuel did each of your boats carry?

**TC:** I had 11 gallons in integral tanks, plus another 10 in jerry jugs.

**Charles:** I had 30 gallons in the main tank and another 15 in jugs.

**TC:** I installed a 100-amp alternator on my 6-hp outboard engine to generate electricity. But it ended up being too big. The alternator took so much power there was hardly anything left to turn the propeller (*laughter*). I also had a solar panel to charge the batteries, but it didn't put out much.

**38:** Did either of you experience any near-miss situations from ships?

**TC:** I'm still not sure, but I think so. When I motored under the Golden Gate to start my voyage at 0600 one morning, I hit a very thick fog bank. All of the sudden I heard this loud 'barrrrnnn' noise. I couldn't tell if it was the foghorn on the bridge or a ship. I was right next to the ship channel buoys at the time, so I thought I was safe. But just for good measure, I pulled out my air horn, pushed the button — and nothing happened. I pumped the can up with a hand pump and gave it another go. It made a little squeaky noise, but that was it. I still don't know if the horn was a ship or not, although I never saw one.

Later in the Pacific crossing I would be surprised by other ships. When I got to French Polynesia, for example, I popped my head up one night to take a look around and saw this red, green and white light coming right at me! It was the first vessel I'd seen since San Francisco. I got on the radio and must have sounded like a hysterical female. Nobody responded, but the vessel changed course right after that. I think it was part of a fishing fleet.

**38:** Were you unhappy about having to live such a spartan existence?

**TC:** Deprivation became a way of life, almost a religion. I gloried



## conversation: charles & tc vllum

in deprivation! I had no refrigeration, little fresh food, had to pump to make my freshwater, and only had 11 gallons of fuel. I got into some weird headtrips for the simple reason I had nothing else to do.

**38:** You have certainly approached cruising from a most unique standpoint. Would it be one you'd recommend to other cruisers?

**Charles:** I have to admit that I really enjoy singlehanded. There's something about making a landfall when you've done it all yourself, when you can't lay any failures or shortcomings off on anyone else, that fills you with a very pronounced feeling of success and accomplishment. It's a unique experience.

**TC:** I think singlehanded is particularly good for women for those very same reasons. For a woman to come 'out of the galley' and make a singlehanded passage not only gives a great feeling of accomplishment, but changes the way she's perceived in the cruising community. When men find out a woman has completed a singlehanded passage, she's treated differently — as more of an equal. I think a lot more women would enjoy sailing if they were in control — which in most cases would mean getting their own boat.

**38:** Do you feel the average woman could sail a larger boat as well as the average man?

**TC:** If I had a 50-ft boat with hydraulic winches and such, I'd feel fine sailing it. But I really prefer 'little' for some reason. I like little houses, little cars, and little boats.

And if I were to give advice, I'd say that's where to start — even if you wanted to move up to a bigger boat someday. A lot of guys try to start their wives off sailing big, heavy 43-footers or something. "Let's go sailing," they'll say, and they'll get out there, wind blowing, spray flying and hand over the wheel. "Here honey, you take the helm."

She's probably not ready for it. I suggested to one man in such a situation that he get a Santana 20 where his wife could sail someplace where there was nobody to run into — so she could get used to it before taking the helm of a big boat in a crowd. Then let her try to put the boat in the slip.

**38:** Did you have any physical problems sailing your boat?

**TC:** No. Raising the main on a 20-footer isn't that much of a struggle. In fact, I think that having such a small boat with small sails made me change my sails a lot more.

One time I was sailing along with these folks on a Norseman 447, which is a much faster boat. But we were both doing four knots because they hardly had any sail up and I had the right amount set for the light air. When I asked them why they didn't put up a bigger jib and take some of the reefs out of the main, they replied that it was too much work — and besides, they'd have to shorten sail for the night anyway. What a concept: a boat so big and hard to sail that they didn't want to go to the trouble of putting up a decent sail combination!

**Charles:** But that's an attitude thing. I usually put up a double-reefed main and a working jib — and carry that combination no matter how light or hard it blows. If it blows too hard, I just change course so there's less apparently wind (laughter).

**TC:** Not me. When it's time to put the genoa up, I put it up. Charles doesn't; he slacks off when he should change sails.

**Charles:** I say, let it be (laughter).

**TC:** That's probably the best reason for us to each be sailing our own boats (laughter).

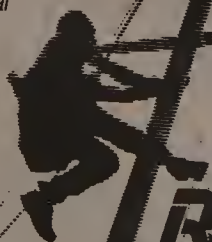
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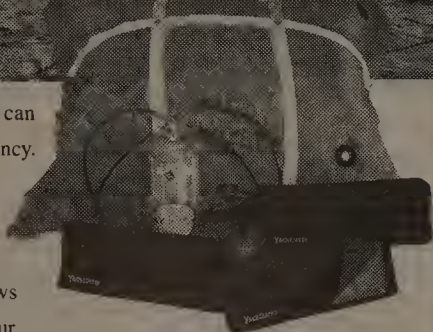


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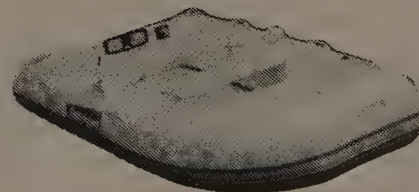
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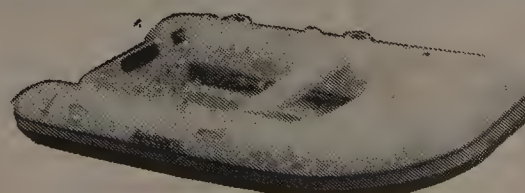


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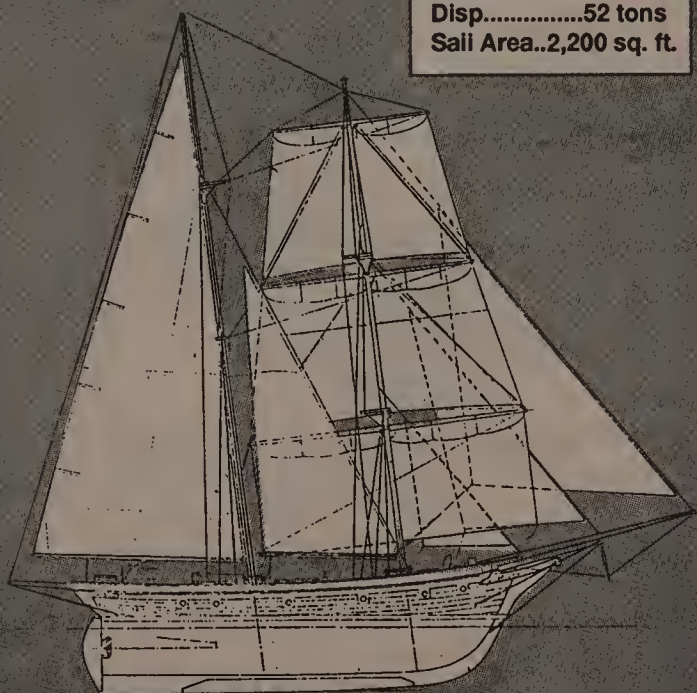
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## RENDEZVOUS

During the years of the Great Depression, few people could afford to even dream about a sailing voyage around the world, much less afford a boat that could actually do it. San Francisco's Hjalmar Groneman was not just anyone, however. Nor would his 51-ft brigantine *Rendezvous* become just another boat.

In the days when chiropractors, dieticians and holistic healers were considered little more than quacks and charlatans, the Danish-born Doctor Groneman — a practitioner of all three — had a thriving practice. Among his many clients was Jack London's wife, Charmain. According to grandson Eric Groneman (of Edgewater Yachts in Sausalito), 'the Doctor', as he was affectionately known, could also speak seven languages fluently, including Chinese. When the Doctor decided to build a boat that could voyage around the world, he searched out the best lumber and carpenters he could find. Despite a plethora of local talent in the latter category, he finally settled on the Pacific Northwest for the ready availability of timber.

Captain J.C. Akless did the design to simple requirements: The Doctor wanted a sturdy, ocean-going vessel rather than a 'gentleman's yacht.' He got it. When the Seattle yard of Howard & Sons began construction in 1933, the ship was considered overbuilt even by the wooden boat standards of the era. She was double-planked of 2-inch vertical-grain fir on 3 X 2½-inch oak frames with natural-grown oak knees. Her spars were Sitka spruce and the rigging heavy plow steel. She was so well built that during an insurance survey 12 years later, the surveyor commented, "In my opinion, I have never inspected a better-built vessel, nor one that has had any better care."

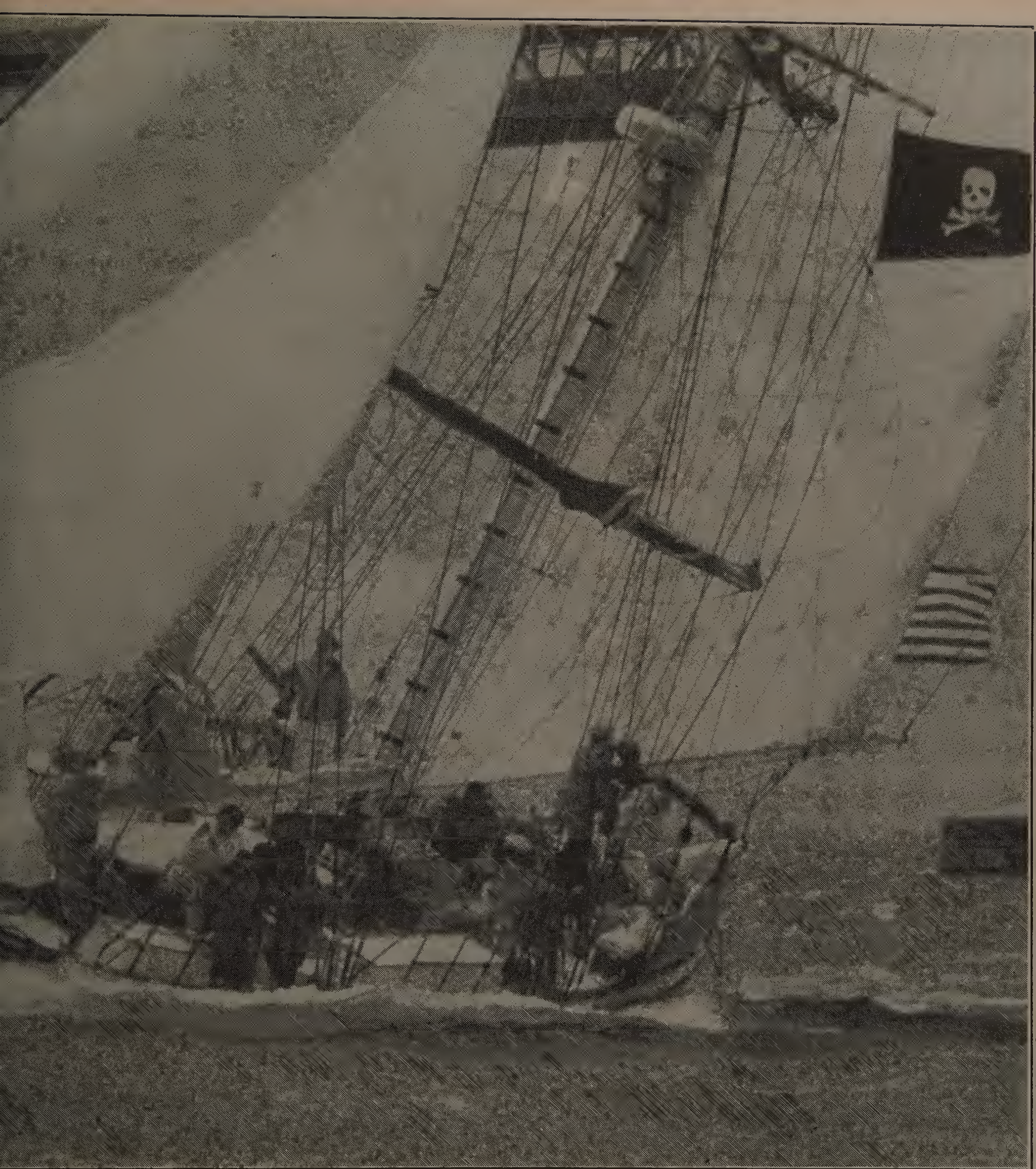
The yard had promised the Doctor that his boat would be ready in six months. Boatbuilding then was not much different than boatbuilding now, however — never on schedule and usually over-budget. The Doctor's boat was both. When the agreed launch date came and went, the boat still had no interior, steering or most of her other systems or gear.



While pleased with the robust construction, the 'yachtsman' in the Doctor was frustrated with the progress, and he was not one to sit idly by and place his fate in other people's hands. So it was that in August of '33, The Doctor appeared at the yard with son Alfred and several crew members he'd rounded up. They launched the boat, which he christened *Rendezvous*, jury-rigged a rudder, and sailed her onto a nearby beach at low tide. There they loaded the bilges with rocks, set what sail they could and headed for San Francisco.

The trip down the coast proved to be a harsh baptism for *Rendezvous* and her crew. Hit by a gale off the coast of Oregon, the brigantine rode out 65-knot winds under bare poles, with two crew-





LATITUDE/RICHARD

members at a time necessary to maintain steerage in the mountainous swells. Thirteen days later, and relatively unscathed, *Rendezvous* dropped her hook off Sausalito.

The Doctor wasted no time in rounding up local waterfront talent to finish off the boat. When his new yacht was completed down to the gleaming black topsides, he entertained the Who's Who of the era aboard. Jack and Charmain London were reportedly frequent guests, as was Warwick Tompkins, Sr., of *Wanderbird* fame. Between his social gatherings on the boat and frequent travel, the Doctor still dreamed of taking an extended voyage, perhaps around the world, aboard *Rendezvous*. To 'test' the compatibility of both ship and crew,

in the summer of 1937, he departed for a brief shakedown cruise south to Catalina and Los Angeles.

With his crew assembled, several guests aboard, and his latest lady companion at his side, *Rendezvous* began the planned three-week cruise. His son Alfred, a seasoned and experienced sailor, served as navigator and mate. While the Doctor enjoyed the adventure overall, he struggled with dissension among several crewmembers and guests. A candid log from the trip, still in the family's hands, records the Doctor's efforts trying to keep everyone in good spirits.

To make matters worse, the Doctor found himself particularly prone to seasickness and, though it never interfered with his





command of *Rendezvous*, he was to suffer continually during long passages. So, while his stout little ship passed the shakedown with flying colors, the Doctor re-evaluated his plans for that dream voyage. After returning to the Bay, he continued to sail the boat between his frequent travels, while son Alfred maintained *Rendezvous* as a comfortable home in the Sausalito anchorage.

Several years after the birth of his first child, Eric, Alfred and his wife moved back ashore. Soon after, the Doctor, who had just returned from action on the Burma Road in World War II, decided that it was time for a change. He put the boat up for sale.

*Rendezvous* soon found a new home in warmer Southern California waters, where she sailed out of San Diego as the *Iron Cross*. Between frequent assignments as a Hollywood movie prop, the next decade found her sailing and chartering in Hawaii as well as the mainland, until reknowned Bay Area architect Rollo Wheeler purchased her in San Diego in 1971.

Rollo's first extended voyage on *Rendezvous* was to bring her back up to San Francisco. To command the delivery, he chose experienced skipper Bruce Martens, Sr. Among the crew were his young son, Bruce Jr., already a seasoned sailor at age 15 (and now a respected





COURTESY DREW HARPER/RENDEZVOUS CHARTERS

local marine surveyor).

Rollo kept the boat active in the local Master Mariners race scene until she was sold again as part of his estate in the early '80s. For Fred Koopman, a San Francisco-based entrepreneur, avid sailor — and former *Rendezvous* crewman — owning the ship became a boyhood dream come true. He soon named his nautical-theme restaurant after the boat. While the *Rendezvous* Restaurant became a popular watering hole for the sailing crowd, the brigantine *Rendezvous* — now Coast Guard certified as a charter vessel — once again became a familiar sight on the Bay. Based out of Pier 39 and sporting a bright

red hull and red-and-white striped mainsail, she hosted parties, weddings and even funerals at sea.

Drew Harper became the next 'fan' to enter the picture. When the 29-year-old partner in a burgeoning sailing school based on the Peninsula heard that *Rendezvous* was 'on the block' again, he plunged in with both feet. Although he admits being able to purchase the boat for a "great price", little did he know the real investment that was in store. He hauled the boat and began a 7-month, 4,000-man-hour refit. By the time *Rendezvous* was relaunched in 1986 — sporting yet another topsides color change, this time to white — she had been gutted, rebuilt and renewed from bow to stern. In fact, Harper had replaced or rebuilt everything but the ballast, which consisted of 21,000 pounds of iron boiler punchings covered with concrete.

He wasted little time putting the boat back to work, offering charters out of Pier 39 in early '86. When South Beach Harbor in San Francisco opened shortly thereafter, Drew decided to move to the new location. *Rendezvous* was the first boat in the marina, and South Beach has been her homeport ever since.

For the next nine years, *Rendezvous* paid Drew back on his investment. "She has been a wonderful host," says Drew proudly, "with over 250,000 guests across her decks since we began operation." Pointing out that the brigantine is certified for 49 passengers, he adds, "We've had corporate training seminars, youth-oriented maritime education trips involving grade-school children from all over California, and all types of parties, especially weddings. We can offer the whole package, from catering and beverages to the ceremony itself."

Although the boat was kept in top condition, a spate of accidents involving wooden 'training ships' on the East Coast caused the Coast Guard to scrutinize the certification process for wood charter vessels. During a routine inspection in 1994, the Coast Guard refused to recertify *Rendezvous* unless her ballast was removed!

At that point, Drew had two choices: go through the terrific amount of energy and expense of removing the ballast — which itself would cause expensive damage — with no guarantee that the boat would be recertified. Or sell *Rendezvous* and find another certifiable tallship to take her place.

Initially, the second option seemed more attractive. But the more he looked — through yacht brokers, computer listings and even Coast Guard databases — the more Drew realized that *Rendezvous* could not be replaced for the budgeted price. In the long run, it would be cheaper to do the necessary repairs and alterations.

*Rendezvous* came out of the water in February, 1994, and the jackhammers started in on the ballast. Now, almost two years (7 months of it on the hard), 7 inspections, 600 linear feet of new lumber, 4,000 new fasteners and over 3,000 man-hours later, *Rendezvous* is once again sailing the Bay. Drew reported that the boat enjoyed 32 charters in her first month back on duty. "I guess there was a lot of pent-up demand," he says.

They and future guests who sail the brigantine, whether for an afternoon sail or a training cruise, will likely feel some of the same magic as those who have gone before, echoed by a crewmember who in 1937 penned this verse in the log,

*I've traveled up and down this state a dozen times or more,  
But never on the ocean, off California's golden shore.  
The sights I saw, the thrills I had, now like a dream come true,  
Have been my joy, my greatest trip, on the good ship  
Rendezvous.*

— john skoriak



# RAY JASON'S

## Kitty Wisdom

They decided to offer a reward for their cat. Not because he was lost but because he was nameless.

Settling on a boat name had been simple. Olivia and Jerry knew when they bought their cutter that she was no speedster. But her slow, gentle motion on the big ocean swells had pleased them. And so they named her *SlowMo*.

Deciding on a name for their new kitten had been much more difficult. So they invited all of their neighbors from their Sausalito dock for a Christmas/Cat-naming party. Whoever came up with the best name would win a bottle of champagne and a Tammy Faye Baker mascara kit. The fact that the bash took place in October only added to the festiveness of the event. But they had no choice in this regard because by December they would be long gone on their cruise.

Their new kitten, who loved playing on the dock and the nearby area, had two prominent characteristics: he was all black except for two white spots on his head. One was on his nose and the other was in the middle of his forehead.

Two hours into the eggnog, the kitty-naming commenced. Olivia gave a short speech telling the guests that they were looking for a name that was original and clever.

"How about 'Blackie'?" came the first suggestion.

"How about 'Spots'?" came the second.

"All right, knock it off, guys. This is semi-serious," said Jerry. "This little cat is probably going to travel all the way around the world. So he deserves a worthy name. Also, something nautical would be nice."

"Well he sure purrs like my new engine. So why don't you call him 'Yanmar'?"

"That's better, but still not quite it," said Oli.

"Well, the two little spots look like stars. How about something celestial?"

"That's a possibility," said Jerry as he grabbed the *Nautical Almanac* to look for the navigational star index. Lots of exotic possi-

Just when creative energy was beginning to wind down like a blender full of socks, someone said, "I've got it!"

She then picked up the cat and started aiming him toward everyone as if he were a furry, toy boat.

"Can you see it?" she said.

But nobody could. Then she grabbed two of the tiny balls off the miniature Christmas tree. She placed a green one by the kitty's right ear and a red one by his left. Again she aimed the toy furboat at the guests.

"Look, his spots are just like a big ship's mast and range lights," she said. "Let's name him 'Running Lights'!"

Bravos and applause greeted that idea and so the little black cat was named Running Lights. 'R.L.' as he was also called, soon became one of the most beloved cats in the cruising fleet. He also became one of the most famous because of one amazing incident that occurred midway through *SlowMo*'s circumnavigation.

On a lovely, calm night while crossing the Indian Ocean, Olivia was petting R.L. and admiring the full moon. She was reflecting on how subtly and yet profoundly the cruising life changes a person. The Man in the Moon was a perfect example of this. Way back in the beautiful little Mexican anchorage of Chacala, some of the locals had shown her *El Conejo de la luna* — the Rabbit in the Moon. Instead of seeing the face of a man, most Mexicans see the body of a rabbit.

It took Oli another cerveza and another ceviche to spot that image in the lunar shadows, but now a few years later she always found herself greeting a full moon by whispering, "Hola, big rabbit."

In another hour, she would awaken Jerry. But even though it was late in her watch, she wasn't feeling tired. Instead, she was feeling content. All of her little world seemed serenely a-purr — the cat, the engine, the autopilot.

*"A black cat in a black ocean is a bleak prospect."*

bilities were found there, but because the young cat had two spots, they decided that one star name wouldn't be sufficient. They tried combining the two shortest star names, but 'Enifvega' seemed a bit too weird and esoteric even by Marin County standards.

Suddenly there were some soft but sharp thwacks on the starboard side deck. Running Lights went from a-purr to a-blur.

"There goes my little flying fish commando," thought Olivia as she stood up to see how many had landed aboard. The

moonlit visitors were not flying fish, but squid.

She was quite familiar with them, but to R.L. they were both foreign and frightening. He suddenly started backpaddling but was losing traction on their goopy, slippery bodies. And then quicker than you can say "calimari", Running Lights was overboard.

Oli threw the engine into neutral and hollered down the companionway. "Jerry, Jerry! Wake up, wake up! Emergency!"

She was disengaging the autopilot and starting to reverse course as Jerry bounded into the cockpit.

"What's wrong?"

"R.L. fell overboard."

"Was he wearing his emergency strobe light?"

"Not funny, Jer."

"Sorry, love. How long ago?"

"Just seconds."

"Well, that helps. A black cat in a black ocean is a bleak prospect. But we'll find him. Are you on a reciprocal course yet?"

"Just coming to it."

"All right. I'll get the searchlight."





### Dr. Stingray

Perhaps it was just the exotic setting, but I swear that her eyes gleamed like turquoise fire on a moonless night. And that was before I knew the story of Dr. Stingray.

When I met her she was a land pioneer; but it was her many years as a sea pioneer that had drawn me across the wide bay to visit her homestead. For 40 years, Maggie and her husband Patrick had lived aboard their stout but graceful wooden ketch. They had wandered the Seven Seas — or as she liked to call them, the "severe seas" — at the same time that the Hiscocks and Smeeton were carving and covering their famous wakes.

When the hills of Fiddler's Green began to come more clearly into focus for Patrick, they decided that the boat would be too much for Maggie to handle alone. So they sold their ketch and bought a few acres on the shores of the Gulf of Nicoya in Costa Rica. There, during his final year, they adapted their rugged, self-reliant sea skills to the building of a simple but secure homestead. The lighting was kerosene; the cooking was wood; the water was well.

After her husband set his final anchor, Maggie lived alone for a year. But all those close-quarter years of marriage and voyaging made living in total isolation too difficult. So she sold part of her property to some friends who built a cabin close by, insuring her at least some companionship. After that, her days were peacefully filled with rustic enjoyments: baking bread, reading, beach-combing and howler monkeys.

I visited Maggie on a cloudy day just before sunset and just after a lightning storm. Perhaps it was this timing which caused her eyes to shine so vibrantly. We drank tea and ate some of her homemade banana bread. She told lovely tales from her days at sea with Patrick. But I could sense that this flood of memories was too heartrending for her. So I changed the subject to kerosene.

I asked if the beautiful lamps in her cabin were from their old boat. She said yes and lit one for me. That unmistakable glow and smell was soothing to both of us. I mentioned that my boat cabin was lit by kerosene lamps also, and that I loved the warm, amber light, even though it wasn't bright enough for me to read by. She surprised me by saying that she read by it and it was a good thing because reading was a major joy in her life.

"But a year ago my eyes had gotten so bad that I had to use very strong reading glasses," she continued. "And they kept getting worse. I was about to buy a fluorescent lamp when Dr. Stingray helped me."

My initial thought was that Dr. Stingray

But no little kitty appeared in the beam of the spotlight and after 20 minutes their hopes were as dim as a winter sunrise in Greenland. They had backtracked, criss-crossed, circled — and Jerry had run out of ideas. Olivia's female instincts came up with one last approach.

"Jerry, turn off the searchlight and the engine. Let's try drifting. We'll let R.L. find us."

And miraculously, he did — in scarcely more than five minutes, they spotted their beloved kitty's running lights headed toward them like a miniature freighter with whiskers at the bow and fear in its eyes. And what a glorious sight it was.

After his night of water aerobics, Running Lights displayed no signs of aberrant behavior. He remained as strange and inscrutable as any other cat.

Unlike many other cruisers with grand and global aspirations, Oli, Jerry and R.L. actually completed a safe and splendid circumnavigation. Their friends back in

Sausalito decided to throw them a party worthy of the accomplishment. And to make it even more special, they repeated the 'Christmas in October' theme. They also persuaded the current occupant of *SlowMo*'s old slip to berth elsewhere for a few days so that Olivia, Jerry and Running Lights could return to the exact spot from where they had begun their impressive voyage.

The congratulations and affection and eggnog flowed abundantly on that Indian Summer Christmas Day. It was a reunion of special magnificence.

After two hours of being admired and petted, the stalwart sea cat proved that he had never forgotten that traumatic night in the Indian Ocean. When none of the guests were watching, he went silently to the bow and surveyed the docks and hills he remembered so well from his kitten days. Then, with one last glance astern, he jumped lightly to the dock, ran down the pier and disappeared into the woods. There he began a new life — a life where he would never have to swim again.



# RAY JASON'S SEA GYPSY VIGNETTES

was probably some eccentric acupuncturist who suffered from comic book delusions. So naturally I asked about him.

"Oh, no, no," she said. "It isn't a person — it's a healer from the sea. One day when

look and fired up the Jeep. By the time we got to the Puntarenas hospital, I had passed out."

*"I was about to buy a fluorescent lamp when Dr. Stingray helped me."*

I was beachcombing near the water's edge, I stepped on a big stingray and it stabbed me with its venomous spine, just above the ankle. I had been stung twice before, but they were smaller ones and I just cleaned the wound and bandaged it up. In a day or two, it wasn't even noticeable."

"But this must have been a real granddaddy. That night, I woke up from a dream in which my foot was being amputated at the ankle. The reality was almost as bad — from the knee down, my leg was dark gray and looked as though it wanted to turn black. Fortunately, I was able to hobble over to my neighbors' cabin for help. They took one

"I woke up when the first needle hit my bum, but I quickly went back to sleep. How many other shots I got in the next few days I'll never know because many of them knocked me out. I'm sure there were at least a dozen. The reason for so many was because the doctors were having trouble figuring out what to give me to cure me. My bum was black and blue for a week."

"It took five days for me to recover. Everybody at the hospital treated me great. They brought me flowers and candy — and even went out of their way to find me American magazines."

"One day when I was reading a magazine,

the nurse came in with my breakfast. After she set down the tray, I asked if she could hand me the case for my eyeglasses. As she was passing it to me, I reached up to take off my glasses and was stunned to discover that I wasn't wearing them! I looked back down that the magazine thinking it would be blurry and impossible to read, but it was clear and easy to read. When I opened up the case, there were my glasses — unused."

"So you think that the stingray's poison rejuvenated your failing eyes?" I asked.

"No, no — but do I think that one of the medicines that they shot into me restored my eyes to their youthful power."

I wasn't convinced. The turquoise flame of those eyes and that awesome vision seemed to me to be well beyond the power of modern medicine. Instead, I will always believe that those hypnotic eyes were the direct result of one injection of Dr. Stingray's Magic Elixir.

— ray jason

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# HARKEN RACING TIP

## Automate Your Centerboard

To get the most speed from your racing dinghy or cat, you must balance the center of effort of the sailplan with the center of lateral resistance provided by a combination of the hull, rudder(s) and centerboard. When the boat is balanced, you reduce drag and increase speed. Most sailors are focused on their rig and sails and neglect their blades – a big mistake since boards also affect wetted surface.

Proper positioning of your centerboard can mean the difference between wallowing in the waves and planing past your competition. Timing is also important since board position differs between the planing and displacement modes.

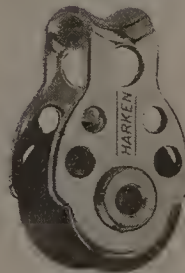
You can automate your board control by building a tackle of shock cord and 16 mm AirBlocks™ which will always pull the boards into an up position. A 4:1 tackle is usually enough, but you will have to experiment to find the ideal power. A single line attached to the head of the block and led to a cam acts as a down control. Dinghys typically make a double-ended down control with a #404 block on the head of the board and two #416 cheek blocks on either side of the centerboard trunk turning the line to #279 micro cams. Catamarans will typically rig a down control for each board and route it across the tramp to a cleat on the opposite hull.

With this simple system you can uncleat your boat onto a plane!

*by PJ Schafer  
Harken One-Design*



*The #279 micro Cam-Matic is designed for small control lines. The aluminum teeth wear well with the hard, small lines favored by dinghy sailors. The 1 1/16" (27 mm) hole spacing allows cleats to be spaced close together and is perfect for use where many control lines lead to a small area.*



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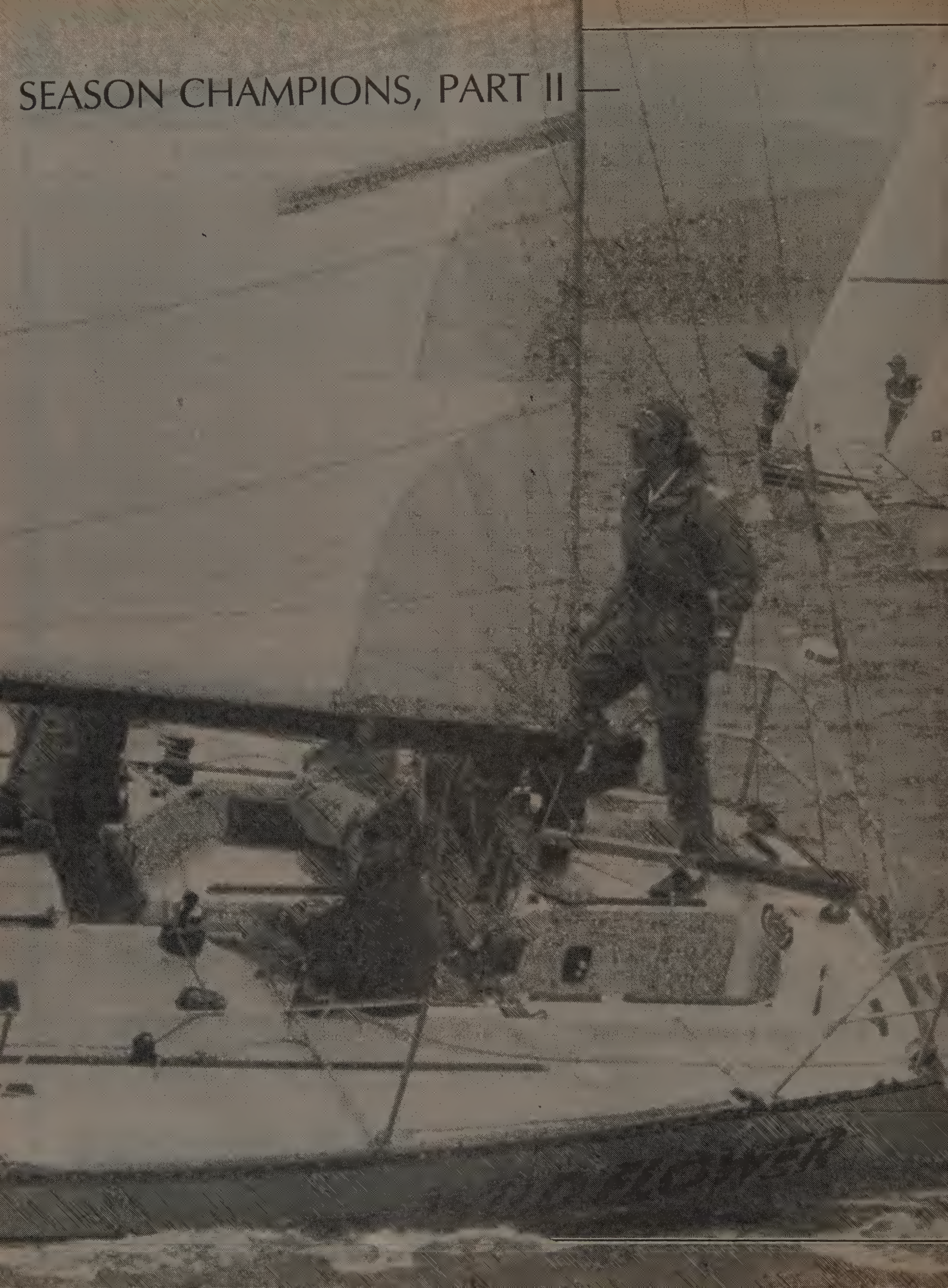
*16mm AirBlocks feature a 5/8" (16 mm) sheave which will accept line as large as 7/32" (5 mm). They are ideal for modern synthetic lines which offer great strength for a very small diameter.*

# HARKEN

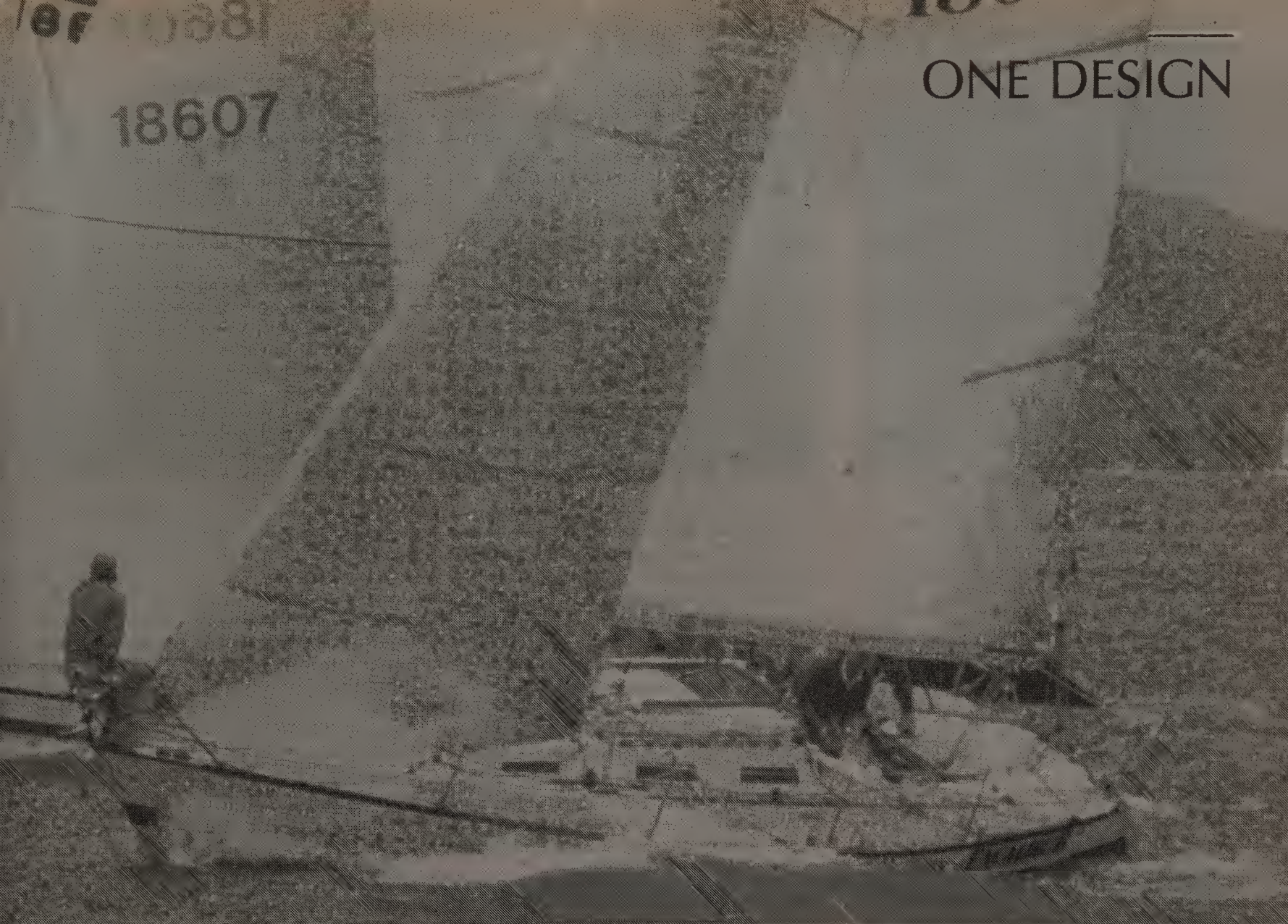
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# SEASON CHAMPIONS, PART II —







*"Second place is first loser."*  
— Steve Dodd, foredeck god

Second place just wasn't good enough for the following 24 skippers, all of whom rose above their peers to win their divisions in One Design Class Association (ODCA) last summer. Some winners are like institutions in these pages, others are newcomers. Some barely eked out the victory, others led from the get-go. Some blew a wad of money chasing their championship, others won ugly. Some drank champagne, some. . . Well, you get the idea. By hook or by crook, they all earned pickle dishes — and the undying fame and prestige of appearing in our annual winners profiles.

Before we introduce these latest 'silver sea gods', let's take a quick glance at the health of ODCA. Despite comprising almost half of the 450 boats which competed in YRA last summer, ODCA's numbers were down — way down — from the previous year. Entries sagged from 240 to 214, while qualifiers (those who raced at least half the races) fell from 174 to 157. Don't kill the messenger, but no matter how you look at it, 1995 was an off year for ODCA.

"We've lost some of our energy to the so-called 'sportboat revolution', and racing in

general isn't what it used to be. Baby boomers, like me, aren't 25 years old anymore," figured Olson 30 sailor and new ODCA president Jack Easterday. "Plus, the number of qualifiers was down due to abandoning a bizarre amount of races this summer."

Some specific trends: There are now 23 classes, down from 27 last year. (It appears there are 24 in the following pages because we broke the 198-raters into two subdivisions, Ranger 26s and Thunderbirds, for the symmetry of the layout.) Of these 23 classes, only 4 showed an increase in the number of qualifiers: Catalina 30s, Express 27s, Olson 30s and the 198-raters. Twelve classes were down; six stayed the same; and one, the J/105s, was racing in its inaugural season.

Seven classes stumbled particularly hard this summer, failing to meet the requisite five qualifiers necessary to retain their start for next year. The 'bad boys' were the Ariels, Catalina 27s, Golden Gates, IB 24s, Islander 28s, J/105s and Ranger 23s. The Catalina 27s will be assimilated into the 198-raters next summer, while the other delinquents will apparently be put on probation rather than get the boot. "Being new to the job, I'm reluctant to pink-slip anybody yet," confessed Easterday. "Besides, it was a strange summer, and it might be wrong to draw too

many conclusions from it."

Further factoids: The biggest classes in terms of sign-ups were the Santana 22s (25 entries), the Express 27s (21), and the Catalina 30s and Express 37s (13 each). In terms of qualifiers, the Tuna 22s once again topped the list with 16, followed by three classes with 11 each: Express 27s, Express 37s and Olson 25s. One design powerhouse Richmond YC fielded seven winners — almost all in 'meaningful classes' — to run away with top yacht club honors. Ten winners repeated from last year, while six were first-timers in the winner's circle.

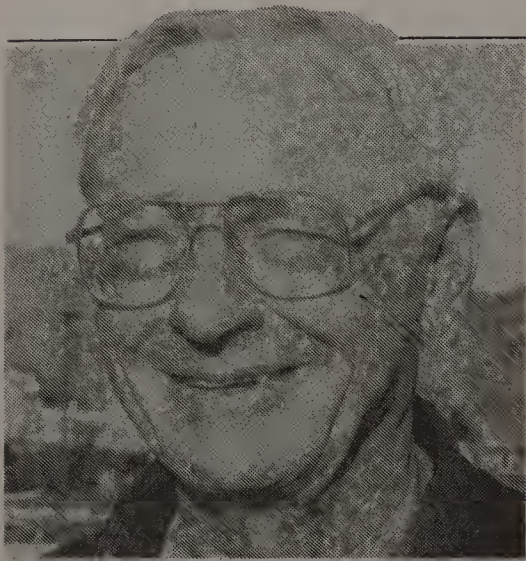
Next year, the J/80s will make their ODCA debut — and there's an outside chance that some of the wayward One Design Union (ODU) classes may return to the fold. "Things are changing, and they're not as bleak as the numbers suggest," claimed Easterday. "Anyone who wants to learn more about ODCA, or has any input on how to make it better, is welcome to call me at (510) 521-9223 (days)."

On that note, let's raise the curtain on the 1995 one design winners, presented alphabetically by boat type. Our congratulations to everyone whose name appears in these pages, even the first and second losers!

— latitude/rkm



# SEASON CHAMPIONS, PART II —



## Ariel — Jubilee

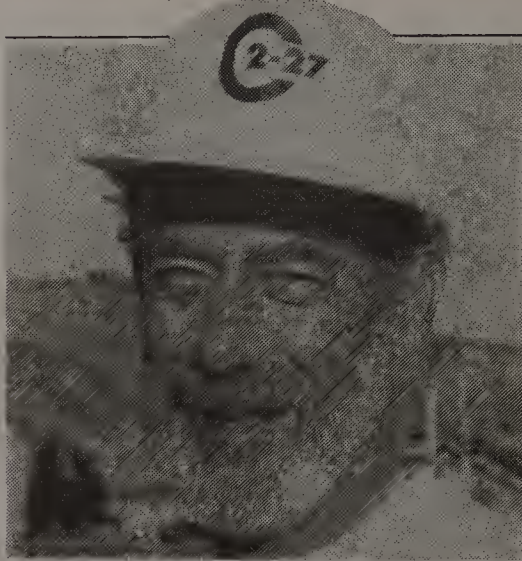
### Don Morrison, Richmond YC

CREW: Jim Chamberlain (22 year veteran), Jim Weatherhead (16 years), and alternate Jon Kalsbeek.

COMMENTS: Morrison, a retired chemical engineer, has won 21 times out of 31 attempts — and he's still going strong! Ariels had an "off year", but several more boats are expected in '96. Pearson Commanders have been invited to race levelly with this class.

QUOTE: "Given a choice between being good or being lucky — we'll take lucky every time!"

2) *Pathfinder*, Ed Ekers, SCYC; 3) *Lady J*, Gene Roberts, Presidio YC. (5 entered; 3 qualified)



## Cal 2-27 — Temptation

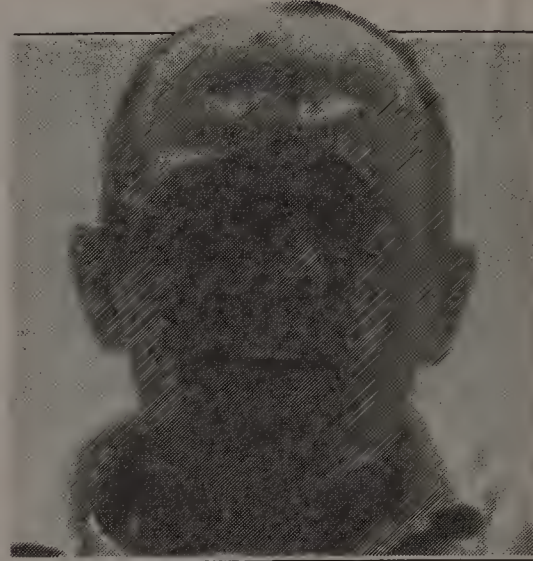
### Rollye Wiskerson, Richmond YC

CREW: Mike Barnick, Diana Altrichter, George Dresback and Caroline Kieffer.

COMMENTS: Wiskerson, a retired mechanical engineer, and his "steady reliable crew" won the season by a scant 1/4 point to up their record to four wins in 18 tries. The Cal 2-27 fleet is in a 'rebuilding mode'.

QUOTE: "We didn't find out until two weeks later that we'd won overall. *Alliance* took the last two races, and thought they'd won. We agreed, and congratulated them — pretty bad arithmetic on both sides!"

2) *Alliance*, Mark Foster/Whit Conley, RYC; 3) (tie) *Splash* and *Photon*. (7 entered; 5 qualified)



## Cal 29 — Grand Slam

### Fred Minning, SSS

CREW: Bob Berkland (relief driver), Chris Hyder, Tom Hyder, Dan Alvarez. Alternates included A.J. Suarez, Bruce Coon, Antone Bommier and Ben Bamer.

COMMENTS: Minning, a horse veterinarian, previously won in '88 and '94. Due to a mid-season T-boning, *Grand Slam* missed three races and accordingly just barely won.

QUOTE: "Sailing is all about focus and concentration. . . I'd rather sail than manage, which is why I've become increasingly involved with shorthanded racing."

2) *20-20*, Phil Gardner, EYC; 3) *Cognac*, Don Jenkins, BYC. (6 entered; 6 qualified)



## Catalina 27 — White Satin

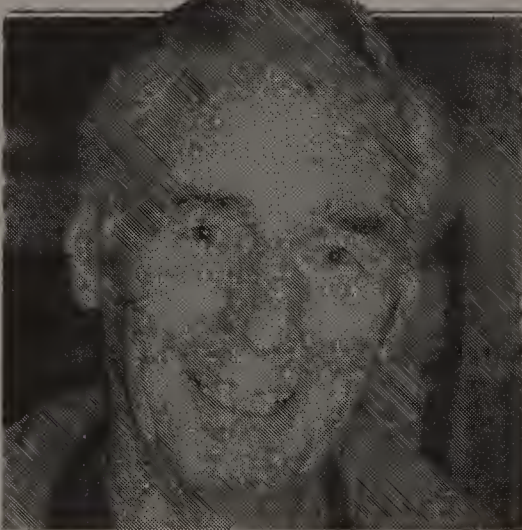
### Steve Rienhart, Encinal YC

CREW: Bob Rienhart (dad), Jeff Richter, Paul James, Jo Woodison, Gary Montrezza, Laraine McKinnon (above), Panda, Ben Pryor, Ed Melaika, Steve Seal, Susan Fernandez, Dan Fitzpatrick and Bob Weybright.

COMMENTS: Rienhart, a software peddler, smoked this depleted class with straight bullets. Next year, the Catalina 27s will race with the Ranger 26s and Thunderbirds.

QUOTE: "Great crew, great fun! We're all looking forward to new challenges in the 198-rater class next year."

2) *Wildcat*, Ernie Dickson, RYC; 3) *Renegade*, Paul Skabo, PresYC. (3 entered; 3 qualified)



## Catalina 30 — Tres Shay

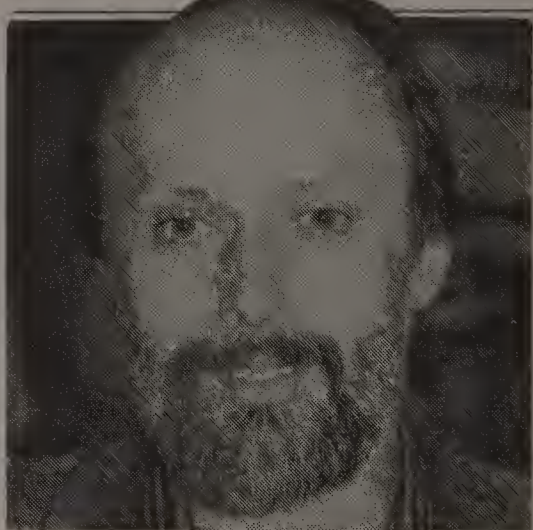
### John Jacobs, Island YC

CREW: Erin Block, Dale Carlson, Chip Fussell, Darren Ehlers and Bob Gibbs.

COMMENTS: This is the second win in four attempts for Jacobs, a retired association executive. Previously, he notched six Challenger and four Catalina. 27 titles. summer highlights included all bullets in the second half! The Cat-30s came back strongly after qualifying only three boats last year.

QUOTE: "We won because of our great crew. They're surly and threatening when they lose, and I'm easily intimidated."

2) *Friday's Eagle*, Mark Hecht, CPYC; 3) (tie) *Mona Too* & *Lochan Ora*. (13 entered; 10 qualified)



## Columbia Challenger — Gunga Din

### Jan Grygier, Cal SC

CREW: Brian Recht ("first mate when not tilting windmills"), Eric Michel, Witer Hruzewicz, Axel Kwiatowski and Patti Boucher ("life mate").

COMMENTS: Grygier, a hydrologist, won in only his second attempt — and despite breaking his right leg skiing less than two months before the Vallejo Race!

QUOTE: "We discovered it's possible to surf downwind in a 4,000-pound, 32-year-old, 24-foot boat. Unfortunately, you usually break something doing it. Yee hah!"

2) *Murphy's Law*, Bill Murphy, CalSC; 3) *Rurik*, George Gromeeko, LGYC. (6 entered; 6 qualified)





## Express 27 — Flying Circus

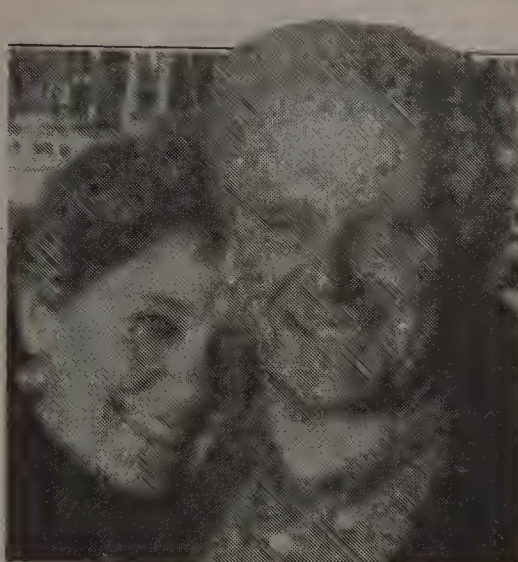
**Ryley (left) & Hodges, Santa Cruz YC**

CREW: Bren Meyer, Mike Schaumburg and Doug Hodges.

COMMENTS: Gene Ryley, an electrical contractor, and driver Dave Hodges also won the Memorial Day and NOOD regattas. They disagree with the class's new lower weight limit (only 880 lbs) even though it apparently makes winning easier for them.

QUOTE: "David makes great sails and really knows how to make a boat go fast. . . But as coach of our softball team, his record is pretty dismal — 3-7, to be exact!"

2) Abigail Morgan, Ron Kell, CYC; 3) Friday, John Liebenberg, RYC. (21 entered; 11 qualified)



## Express 37 — Spirit

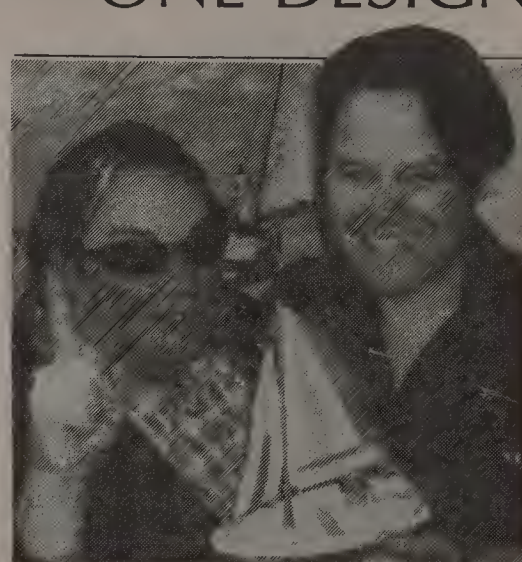
**Jill & Andy Rothman, Richmond YC**

CREW: Jon Stewart (tactics), Jeff Calder, Chris Clader, Patti McEwan, Steve Carroll, Larry Swift, Bob Dunlap, Steve Bates, Gary Winterbottom.

COMMENT: Rothman, an investor relations consultant, recently bought an Annapolis-based J/44 named *First Light* which he and Jill will take cruising soon. *Spirit* is for sale, hopefully to someone in the Bay Area.

QUOTE: "After four long years of trying, everything finally came together for us this summer. It was great!"

2) Re-Quest, Glenn Isaacson, SFYC; 3) Danville Express, Andy Hall, EYC. (13 ent.; 11 qual.)



## Golden Gate — Phoebe

**Nygrens (left) & Evans, BVBC**

CREW: Co-owners Bu Nygrens and Mary Jane Evans, Chris Adams, and Scooter (a border collie).

COMMENTS: This all-female crew finally won the title after 15 years of trying! Bu and MJ, who are also co-owners of a thriving organic produce wholesale business, have painstakingly restored their '38 woodie, making her "strong and dry." Now they actually look forward to Cityfront races!

QUOTE: "Our secret? Well, we showed up a lot! Next year, maybe HDA?"

2) Vireo, B. & C. Counts, SCC; 3) Chewink, Tim Donnelly, BVBC. (6 entered; 4 qualified)



## Hawkfarm — El Gavilan

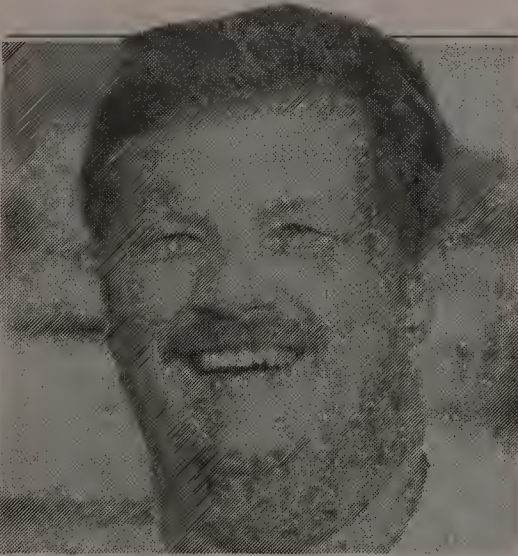
**Jocelyn Nash, Richmond YC**

CREW: Sons Gordy (tactician), Chris (main) and Tim Nash; grandson Nick Nash (foredeck), Joe Guthrie and Jason Brite.

COMMENTS: Jocelyn, a Sobstad Sails rep, and her talented brood previously won in '92. She's owned *El Gavilan* ("The Hawk") since it was born in '76. Lately, this class has been attracting lots of hot young talent.

QUOTE: "We won because of good family planning, and of course because of excellent sails! I'm trying hard to stay ahead of the younger generation."

2) Notorious, J. Hirano, CalSC; 3) Roadhouse Blues, Bentsen/Boschma, RYC. (8 ent. 7 qualified)



## Islander Bahama 24 — Constellation

**John Lincoln, Sausalito CC**

CREW: Kurt Konegen (first mate), Mike Konegen and Kevin Doregthy.

COMMENTS: Lincoln, a computer-aided design engineer, also won last year. He's owned *Constellation* for 27 years, winning six titles over the years. This summer, the season wasn't decided until the final race.

QUOTE: "If I've learned one thing, it's that a consistent crew is the key to winning. I would encourage all sailors to get into racing — it really gets you in touch with your boat, and makes you a better sailor faster."

2) Goose, Bud Cohen, GGYC; 3) Warm Boot, John Colley, GGYC. (5 entered; 3 qualified)



## Islander 28 — Challenge

**Jones (left) & Schoen, Sausalito YC**

CREW: Virginia Jones (owner/mother), Peter Schoen (helmsman/son-in-law), Betsy Schoen (wife), Randy Hayashi, Roe Patterson, John Hudson, Jeanette Arita (sister).

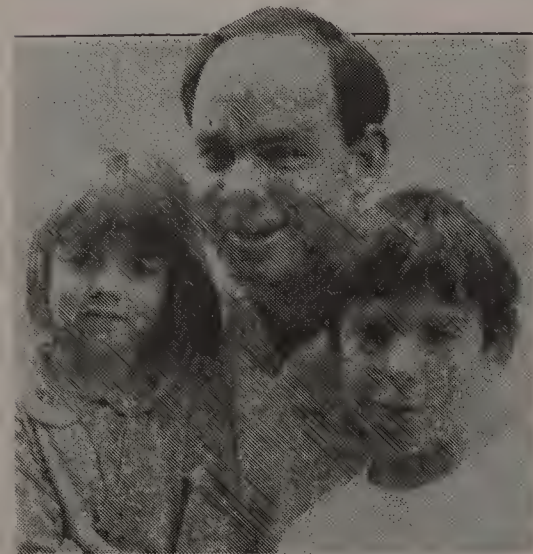
COMMENTS: Schoen, an environmental contractor, and his family team won 10 races in a row this summer in claiming their third straight title! The I-28 class is hanging on, but just barely.

QUOTE: "Sailboat racing isn't about winning or losing — it's about playing the game. And the closer, the better!"

2) Gabbiano, Chuck Koslosky, SYC; 3) Silent Movee, Pat Fryer, SRYC. (5 entered; 4 qualified)



# SEASON CHAMPIONS, PART II —



## Islander 36 — *Moonshadow*

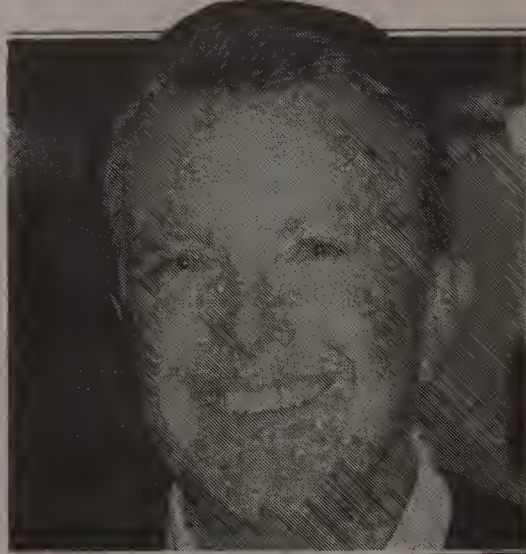
**Mark Dowdy, San Francisco YC**

CREW: Lynne (wife/tactics) and Christopher Dowdy (son), Stan Wong, Jeff Engelmann, Marc Galati, Dorian and Arvids Ziedonis, Matt Kaminski, Mike Garzillo.

COMMENTS: Dowdy, a computer salesman, won the season in only his second attempt. After starting slowly, *Moonshadow* took all bullets in the last five races to just squeak by perennial winner *Windwalker*.

QUOTE: "We won due to luck, a never-say-die attitude, lots of 'green' beer, and Lynne's excellent tactics. We'll be back!"

2) *Windwalker*, Shoenhair/Gilliom, IYC; 3) *Highlighter*, Bill Hackel, SBYC. (10 entered; 5 qualified)



## J/29 — *Advantage II*

**Pat (above) & Will Benedict, DSC**

CREW: Steve Farrell, Paul Dietrich, Marshall Stine, Simon Bell, Allen Winslow and Nathan Daily.

COMMENTS: Pat, an auto sales manager, and Will, a college junior, have now won three ODCA titles. 'Secrets' included the same crew for the third year in a row and a new UK main. Will only sailed once all season, but scored two bullets that day!

QUOTE: "We're weekend warriors who like to win, have fun, eat chocolate chip cookies and drink microbrewery beer."

2) *Maybe*, Stoneberg/Hedin, CalSC; 3) *Aqua Boogie*, The Hollands, NoYC. (7 entered; 5 qual.)



## J/105 — *Blackhawk*

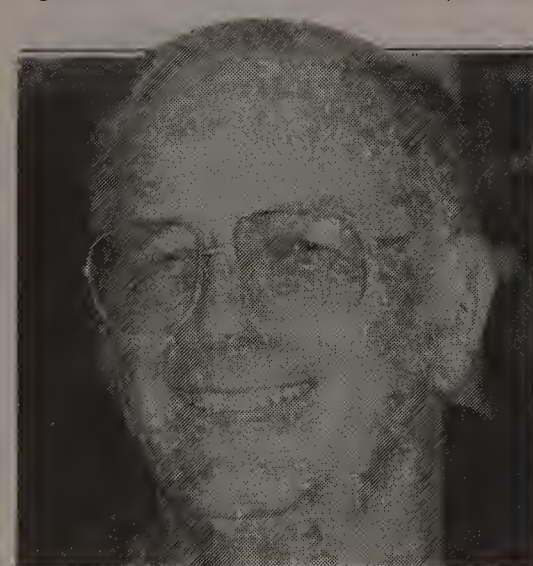
**Ball (above) & Svendsen, Encinal YC**

CREW: Art Ball (owner), Sean Svendsen (co-helmsman/tactician), Todd Barnett, Scott Ernst, Damir Priskich.

COMMENTS: Ball, a yacht broker, and Svendsen, a lawyer, also took second in the Big Boat Series and third in the Nationals. *Blackhawk* is being sold to allow Art more time for sports car racing, his other passion.

QUOTE: "It was a bummer sitting out four events while recovering from ankle surgery. Sean ran the boat in my absence — he and the crew did a superb job!"

2) *Invictus*, Walt Marti, NoYC; 3) *Jest*, Jim Cascino, StFYC. (7 entered; 4 qualified)



## Newport 30 — *Mintaka*

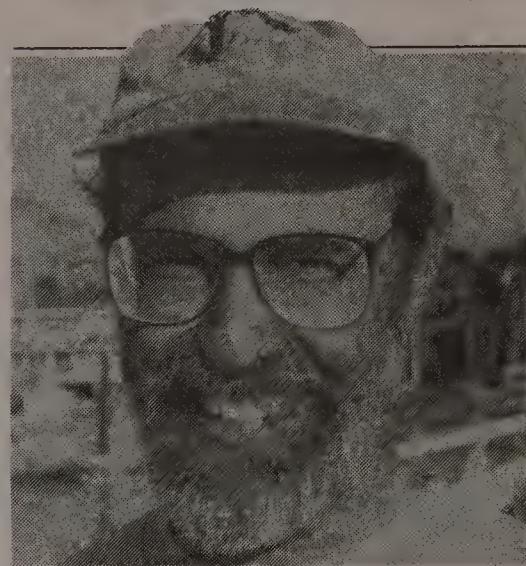
**Gerry Brown, Palo Alto YC**

CREW: Tom Ranweiler (13 years on the crew), Rocky Rockmore and John Hunter (8 years each), and Fitz Fitzharris (6 years).

COMMENTS: Brown, a semi-retired computer programmer, wrapped up his Newport 30 career with his 8th win in a row (out of 10 attempts)! *Mintaka* is for sale — next year, Gerry will race his 'new' boat, a C&C 36.

QUOTE: "We really enjoy sailing together — everyone contributes a lot. Our entire crew is excited about doing something different next summer, probably HDA."

2) *Marlner*, Bruce Darby, SFYC; 3) *Hot Chocolate*, D. & M.L. Oliver, BYC. (9 entered; 7 qual.)



## Olson 25 — *Vivace*

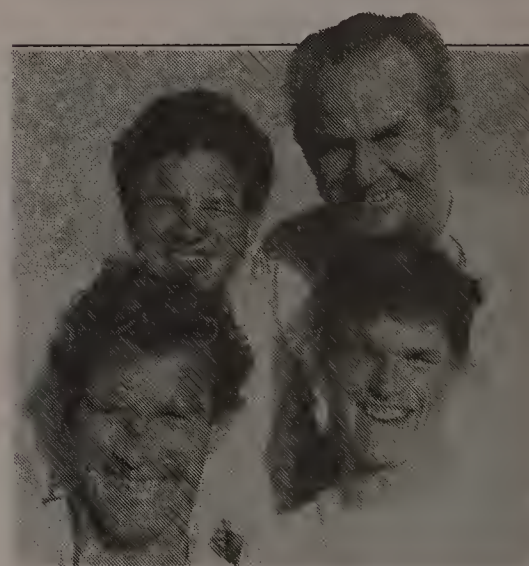
**Bill Riess, Richmond YC**

CREW: John Kernot (tactician), Suzanne Statler, Bill Bridge, Michelle Profant, Jim Bateman, Mike Meals and others.

COMMENTS: O-25 stalwart Bill Riess, a psychologist, has been knocking at the door seemingly forever. *Vivace* only had two bullets, including one in the finale with the season on the line. Bill credits Pineapple Sails, a fairly consistent crew and good sandwiches. The core crew has chartered the SC 40 *Gandy Dancer* for the '96 Pacific Cup.

QUOTE: "Finally!"

2) *Passing Wind*, Torsney/Dobie, TYC; 3) *Alchemy*, Joe Kitterman, SYC. (11 ent.; 11 qual.)



## Olson 30 — *Family Hour*

**Bilafer Family, Richmond YC**

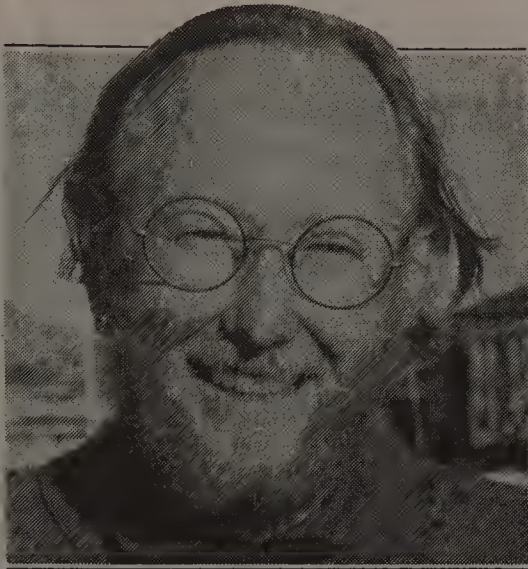
CREW: Mike (patriarch), Jim and Jeff Bilafer, Eric (above in picture) and Warren Seward, Jim Carlson, Nate Russell, Rob Gewecke, Peter Fostiak, Dave Hankel, Rick Schuldt, Tony Rivano and Russell Barnett.

COMMENTS: After two consecutive season titles (out of three attempts), Mike Bilafer, an engineer, his sons and their "extended family" are looking forward to less controversial sailing next year.

QUOTE: "This is a really devoted crew. My thanks to everyone — you're the best!"

2) *Liquid Galt*, J. Easterday, EYC; 3) *Zephyros*, Kim Dincel, Cal Maritime. (12 entered; 10 qual.)





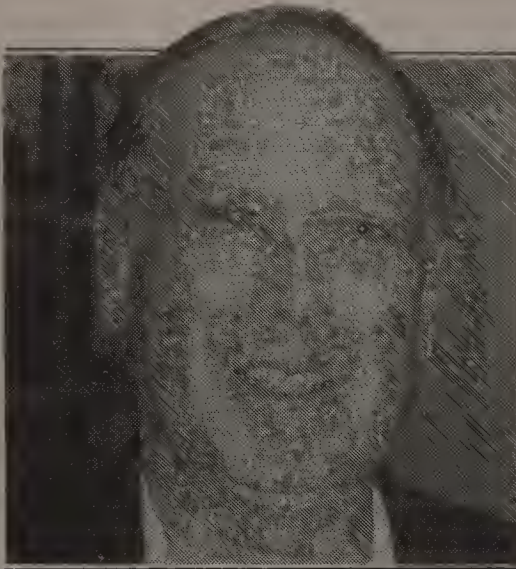
**Ranger 23 — Impossible**  
**Gary Kneeland, Sausalito YC**

CREW: David Tydings, Bob McKay, the Doyles (Jeff, Brenda, Sean, Karen), Dave Siegert and Jillian Thomas (shore support).

COMMENTS: Kneeland, an architect/racoon-  
teur, has won two ODCA titles in "count-  
less" attempts. Season highlights included a  
Cityfront round-down that "measured 7.2 on  
the Richter scale." The faltering R-23 class  
expects new blood to join the fray in '96.

QUOTE: "We won because *Twisted* and  
*Chaos* didn't race this year. Future plans in-  
clude buying a SC 70 for the lake circuit!"

2) *Thalassa*, Dana Sack, StFYC; 3) *Kinshlp*,  
Ken Frost, SFYC. (6 entered; 4 qualified)



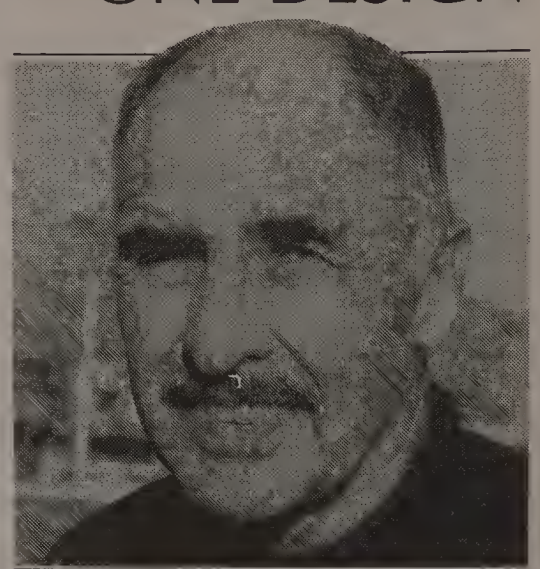
**198 Raters (Ranger 26) — My Toy**  
**David Adams, Treasure Island YC**

CREW: Barbara Adams (wife/sandwich  
maker), Ward Burns, Ben Castaneda, Tom  
Deuel, Roger Anderson, Jim Breitlow.

COMMENTS: Adams, a retired civil en-  
gineer, has won 6 out of 15 times. *My Toy*  
was the top boat in the combined Ranger  
26/Thunderbird class, which next year will  
be expanded to include Catalina 27s.

QUOTE: "A consistent crew is the key.  
Most of our team has been with us for over  
10 years — we've learned to unscrew our  
screw-ups quickly!"

2) *Crazy Jane*, T-Bird, Doug Carroll; 3) *Jam-  
balaya*, R-26, Ruben Becker. (11 ent.; 8 qual.)



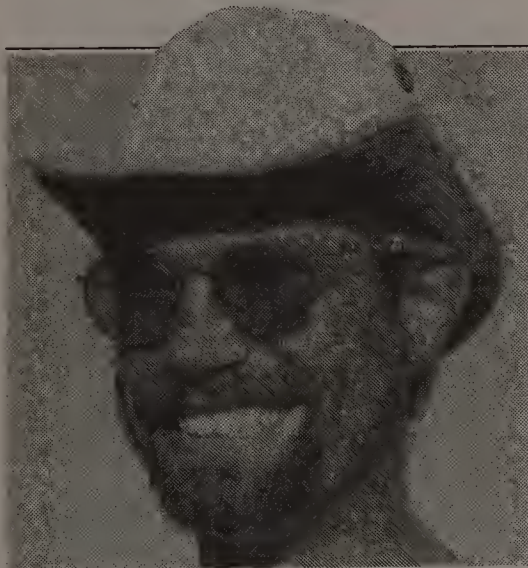
**198 Raters (T-Bird) — Crazy Jane**  
**Doug Carroll, Golden Gate YC**

CREW: Bryant Sih (tactics), Loraine Mc-  
Kinnon, John Thompson, Marc Dougert and  
Loretta Neal.

COMMENTS: Carroll, an insurance brok-  
er, was second among the 198 raters and the  
first Thunderbird. He's won the T-Bird class  
nine times now in "about 20" seasons. The  
198 hybrid class seems to be working well.

QUOTE: "Though we didn't win overall,  
it was a fun season. At mid-point, it was a  
toss-up between four of us. Next year, with  
more boats, promises to be even better!"

3) *Jambalaya*, R-26, Ruben Becker; 4) *Star  
Ranger*, R-26, S. James, CalSC. (11 ent.; 8 qual.)



**Santana 22 — Riffraff**  
**Erik Urias Menzel, Richmond YC**

CREW: Julie Urias (wife) and Al Germain.

COMMENTS: Menzel, a PG&E engineer,  
has won twice before ('92 and '94). Since  
Jim Lindsey retired in '90, this non-spin-  
naker championship has become hotly con-  
tested. The Tuna 22s are the largest ODCA  
fleet — friendly people, too!

QUOTE: "We're going to take a sabbat-  
ical next year, as our second child is due in  
February. Hopefully, John Skinner's newly  
faired keel will rust up a bit, and he won't be  
so hard to beat in '97!"

2) *Phoenix*, John Skinner, RYC; 3) *Tacky Lady*,  
Charlie Brochard, CYC. (25 entered; 16 qualified)



**Santana 35 — Wild Flower**  
**Corlett (left) & Mowry, StFYC**

CREW: Chris Corlett (driver), Ray Delrich  
(tactician), Dave Mowry (son), Randy Bam-  
bridge, Jonathan Sonett, Mark Spitaleri, Bob  
Rynd, Will and Greg Paxton, and Ira Leshin.

COMMENTS: *Wild Flower* has won four  
titles in seven tries. Art Mowry, a semi-retired  
pharmacist, and his "gun-to-a-knifefight"  
gang won just about everything this summer!

QUOTE: "We won due to hard work, un-  
controlled zeal, and 'a little help from my  
friends'. I'm taking next year off, hoping to  
see life beyond the layline to the next mark!"

2) *Breakout*, Les Raos, EYC; 3) *Dance Away*,  
Doug Storkovich, EYC. (10 entered; 7 qualified)



**Triton — Bolero**  
**Ely Gilliam, Bay View BC**

CREW: Jason Scott, Adolfo and Gernaldo  
Martinez, Ronnie Miller, Sherry Kellman, Joe  
Spronz and Tim Roff.

COMMENTS: Gilliam, a general contract-  
or, has won three of the last four seasons.  
Future plans include "kicking butt" in the '96  
Triton Nationals on the Bay.

QUOTE: "Tritons are fun, but I really en-  
joy racing El Toros, too! The RYC midwin-  
ters usually have 20-30 Toros on the line,  
sailed by an unbelievably talented and  
friendly bunch of rockstars!"

2) *Capt. Hooke*, Tom Newton, VYC; 3) *Sleepy-  
head*, R. & H. Golden, CalSC. (8 entered; 6 qual.)



Gift shopping for sailors used to be a lot easier. Or at least it seemed that way. In the good old days, the chandleries were full of nice, medium-priced gear that everybody wanted. But most of the sailors I knew either couldn't afford it or hadn't yet realized that they 'needed' it.

Now it seems that everyone has just about all the toys they could possibly want. Maybe it's just because most of my best friends are getting to be old farts — and they can afford pretty much anything that strikes their fancy. Or maybe the sport has evolved and matured, and the various philosophies about what you need for safe and comfort have converged on a standard list of gadgets, which just about everybody who's been sailing for a few years already has.

That's why I the hour I spent at the chandlery the other day made nary a dent in my holiday gift list. Sure, there were some new products that would make great presents — like the multi-thousand dollar electronic binoculars that work in starlight, or the latest map database GPS add-on. Anything within a reasonable price range, unfortunately, was stuff that my friends either didn't need or already had.

So I'd have to go for something frivolous rather than utilitarian. I pawed through cockpit drink holders, serving trays with diagrams of knots, replicas of old kerosene fo'c'sle lamps, even salt and pepper shakers that look like little winches. But I just couldn't bring myself to buy any of it.

I was driving away empty-handed, ready to try my luck at a department store, when the lightbulb finally flashed: books! I swerved into the exit lane, and a few minutes later found myself in a small store that specializes in nautical books, charts and navigation instruments.

"Hello Max!" said the proprietor as I walked past the counter.

"Hi," I answered, wondering how she had possibly recognized me. It had been at least a year since I had been in the store. She read my face, and explained: "You end up here every year for last-minute gift shopping. Right on schedule."

*"Do you have any books about prenatal sailing?"*

"Now that you mention it," I said, thinking back to how I solved the same problem 12 months ago, "you're right. And this time I have an even longer list to get through."

What's the hottest book of 1995?"

"That's easy!" answered an all-too-familiar voice from behind me. "It's called *Teach Yourself Web Publishing with HTML in 14 Days*, by Laura Lemay."

The voice belonged to Lee Helm, of course, and she was also had her shopping list in hand. In one sense, this was an unexpected complication — Lee was one of the people I was shopping for. But maybe if I did it right, I could find out what she really wanted without tipping her off.

"No, Lee," I said. "What's the hottest sailing book this year?"

"Oh, for sure," she answered. "Sailing book. Let me think. . ."

"The Bernard Moitessier autobiography is my pick," suggested the store owner, who had walked out from behind the counter to give me a personal guided tour through the book displays. Evidently I had spent more money there last year than I remembered.

"It's called *Tamata and the Alliance*. Same translator who did *The Long Way*, which has been very popular since the newest edition came out last spring."

"Moitessier's early books were responsible for a lot of people deciding to go cruising," I volunteered.

"Yes, it's a must-have for any real Moitessier fan. Not totally about sailing, though, so it could fall flat as a gift to someone who doesn't already know Bernard's books."

"I'll take it," I said, making a mental check on my gift list. One down.

Lee came over to look at the cruising books with us, and pulled Tristan Jones' latest (and last) book — *Encounters of a Wayward Sailor* — off the shelf.

"Speaking of best-selling sailing authors who are, like, no longer with us," asked Lee, "should Tristan Jones really be in the non-fiction section? I mean, like, the guy spins a good yarn, I guess, but if you read his books with an atlas and an encyclopedia. . ."

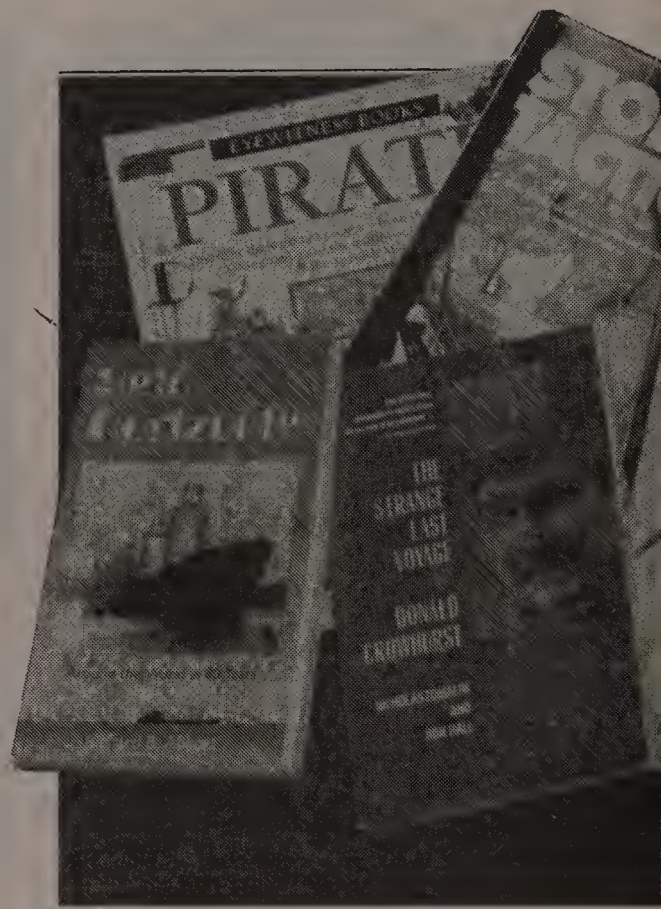
"I know what you mean," said the store owner. "But it's selling like hotcakes. Whatever the reason, Tristan had lots of fans."

"Ah, now here's a really interesting book," I said as I spied the re-issue of *The Strange Last Voyage of Donald Crowhurst* by Nicholas Tomalin and Ron Hall. "Never mind Tristan; here's a book with a *real* cult following."

"For sure," confirmed Lee. "A cult classic. Very hard to find, too, until this new edition came out."

I made a mental note that Lee actually seemed to want this book.

"It took me years to find a copy in a used book store," she said.



So much for that idea. But I decided to buy one anyway, for someone else I knew. Then we moved on to the shelves with more race-oriented offerings, first coming across *The Loneliest Race*, about the BOC Single-handed Round the World Race.

"Lots of pictures, a must for BOC fans who followed the last race closely," said the store owner.

"Probably the book to buy for an Isabelle Autissier fan," noted Lee. "I'm more interested in the Whitbread, though."

Coincidentally, right on the same shelf was Dawn Riley's new book, *Taking the Helm*. A two-time veteran of the Whitbread Race, Dawn was skipper of *Heineken*, the all-woman entry in the last Whitbread. "This one's getting great reviews," said the store owner. "It's also proving to be popular with my customers."

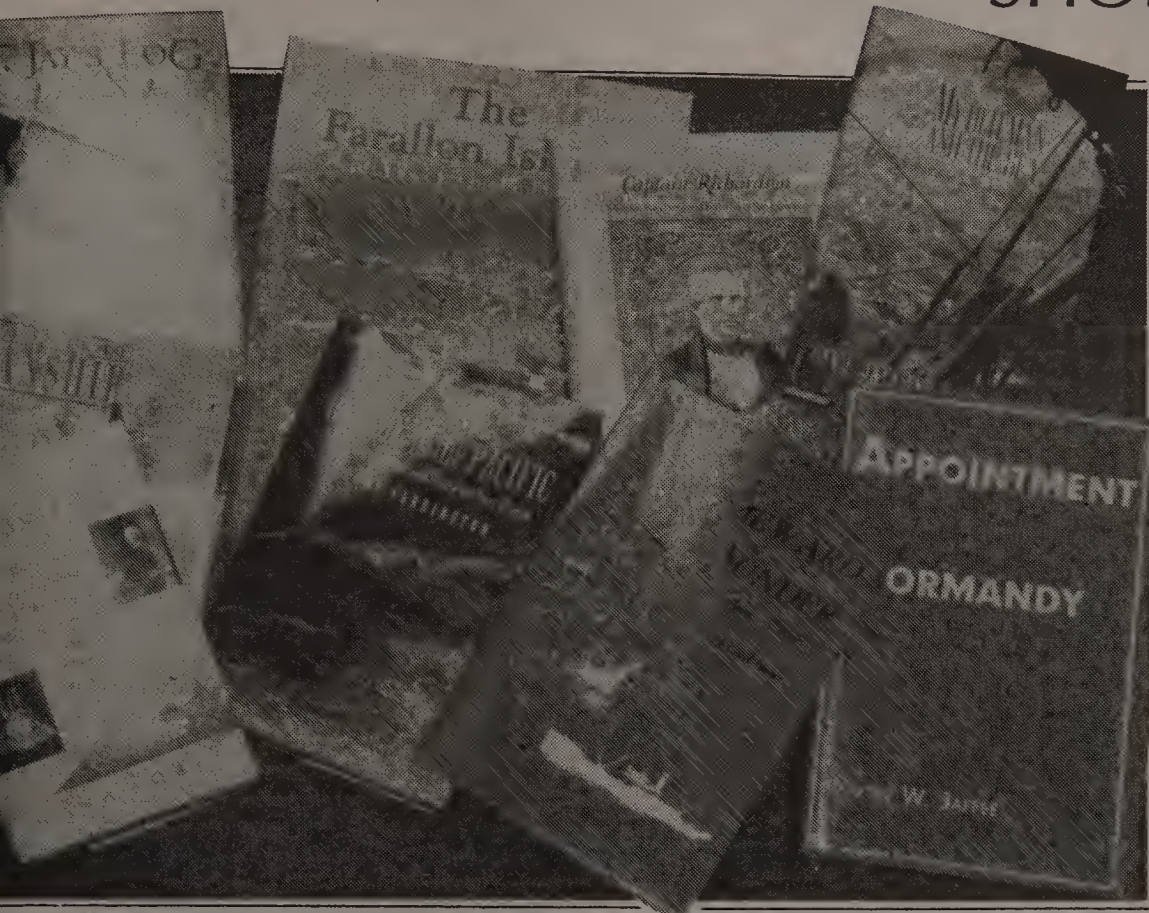
"Good," said Lee. "Books like this, when they're hits, seem to trickle into the used book stores very quickly. I'll be able to add it to my library pretty cheap in a couple of years."

I started to walk over to the technical books, where I thought I'd have better luck finding something that would get Lee excited. On the way, I passed the section on seamanship.

"Here's one you might be interested in," said the store owner. "*Rescue in the Pacific*, by Tony Farrington. It's about the disastrous 'Queens Birthday' storm off New Zealand in June of last year."

"Sort of another *Fastnet*, *Force 10* — like, 15 years later?" asked Lee.





"John Rousmaniere does the forward," said the store owner, "but I don't know if Farrington writes quite as well as Rousmaniere. It's much more applicable to modern boats, though, if you're going to read it for storm survival lessons."

We came across navigation books next.

"Here's something you'll really like," said the store owner as she hefted a copy of a large, dull-red volume. "The first new edition of *Bowditch*, *The American Practical Navigator* since 1985. And it's a steal at \$22.70!"

"Add it to the pile," I said. "I know just who to give that to. Have they changed the format a little? It looks bigger than the old edition."

"But not as many pages," added Lee.

"They say they're moving the main thrust of the publication back to the original intent, to make it more practical for the average navigator," said the store owner.

"Thing is," complained Lee, "a lot of the more technical information has been deleted. So like, even if I got this one, I'd still keep my older editions for reference. Not counting the tables, it went from 1,400 pages to about 700. Even though the new edition has larger pages in two columns, there's a lot of great stuff left out. And like, with the format change, they won't look as good next to each other on the shelf. The people who like to keep all their sailing books on display in the living room won't like that much."

"Well, even a simplified *Bowditch* is a great reference work in the circles I travel in," I said. "I'll take one."

Then we were led into the cruising guide and passage-making section. Not where I really wanted to go, but the 1987 edition of *Ocean Passages for the World* caught my

eye. Perfect for someone with long-term plans to go cruising. Another check on my list.

"Lots of people are buying this one," said the store owner, showing me a copy of *World Cruising Routes* by Jimmy Cornell, the organizer of those offshore cruising rallies. "He really just re-packages a lot of material that comes right out of government publications like the Pilot Charts or *Sailing Directions* — but people seem to like it all put together that way."

I passed on *World Cruising Routes*, while the store owner showed me a few interesting cruising guides: *The Baja Bash*, by Jim Elfers, about coming back from Mexico, and *The Forgotten Middle*, by Roy and Carol Roberts, which attempts to fill the significant cruising guide gap of Guatemala, El Salvador, Honduras — and even Nicaragua.

When the owner excused herself to answer the phone, I noticed that Lee had also slipped away. I spotted her in a section where she seemed to have the most success finding gifts — children's books.

"Finding any good ones?" I asked.

"Look at this!" she exclaimed, and passed me a book called *Ship* by David Macaulay. "It's totally perfect for an extremely accurate account of how a ship like that would be designed and built. Hard to say what age group it was aimed at, but I thought I recognized the artwork style, so I checked the back flap for 'other books by. . .'" Sure enough, Macaulay is also responsible for another one of my favorite books: *Unbuilding*. That book describes, in meticulous detail with words and pictures, how the

Empire State Building could be taken apart piece by piece and shipped to another location.

"This is wonderful," I said after spending five minutes looking at the pictures. "I've already learned something about wooden ship construction just from the artwork."

"It's my pick for best gift book in the store," said Lee.

Then I spotted a book I hadn't seen for a very long time: *Little Toot*, by Hardie Gramatky, originally published in 1939. If only I had held on to my first edition!

"Gramatky wrote a book in the same style about an airplane called *Loopy*," said Lee. "It was published in 1941, I think, but hasn't been reprinted as many times as *Little Toot* — even though it's a better story, in my humble opinion. And here's another great one, first published in 1948 and again in 1975. . . ." Lee handed me a copy of *Seabird*, by Holling Clancy Holling.

"This story traces a scrimshaw carving through three generations of seafaring owners, with really detailed artwork and great writing. Hard to match in the recent crop of kids' books."

"Here are my favorites," said the store owner, who was done with the phone call. She pointed to *Luther Tarbox*, by Jan Adkins, who also wrote one of my favorite how-to-sail books, *The Craft of Sail*. Then there was that mainstream classic, *The Wreck of the Zephyr*, by Chris Van Allsburg, better known at this time of year for his charming Christmas story, *The Polar Express*. Two more favorites for younger kids included *Salty Dog* by Gloria and Ted Rand, a simple story about building a boat, and *The Fat Cats at Sea* by J. Patrick Lewis and Victoria Chess, in the fantasy rhyming genre.

I ended up buying one each of *First Sail*, by Richard Henderson and Jennifer Heyd Wharton; *Sarah's Boat* by Douglas Alvord;

*"Patrick O'Brian is bigger than ever."*

and *Broken Wings Will Fly*, by Mike Blackstone and Jennifer Heyd Wharton. The latter is about a disabled girl who learns to sail. I reasoned that if I couldn't figure out what to buy for a sailor on my list, I'd just get them something for their kids — or in some cases, grandkids.

"Do you have any books about prenatal sailing?" I joked, thinking of one person on my list with a baby due.

"Actually, yes!" answered the store owner,



# MAX EBB — SHOP 'TIL YOU DROP

producing *The Expectant Father's Cradle Boat Book*, by Peter Spectre and Buckley Smith. "We sell tons of these. Never heard of a cradle-boat actually being completed in time for the kid to use it, though."

The book was from Wooden Boat Publications, and contained detailed plans and step-by-step instructions for building two different miniature boats that serve as fully-functioning cradles. One was a strip-plank design, about 4 feet LOA, built in exactly the same way as a real boat. (Which told me why the completion rate was so low.) The book even had a gallery of 'cradle boats through history' in case anyone might think they came up with the idea first.

It was perfect — I added it to the pile.

With a large stack of books in my arms and of most of my list covered, I still had no clue about what to get Lee.

"What about the classics?" I asked her. "Two Years Before The Mast, or Moby Dick. Do you think those would make good gifts for someone with a sailing library?"

"Maybe, but you can read or download them for free off the Web. The URL is

<http://www.cs.cum.edu/Web/books.html> for links to downloadable books from sites all over the world. Dana, Melville, and London are all there. It's my pick for cool web site of the month."

"Speaking of classics, Patrick O'Brian is

*I still had no clue  
about what to get Lee.*

bigger than ever," suggested the store owner. "He's the British author who writes Hornblower-style Napoleonic naval warfare stories, but they're better than Hornblower. Better writing, more interesting characters, and amazingly accurate technical detail. This is a classic in progress — something we don't see too often. You'll love them."

"You're probably right," I said. "But people tell me that once you start, you can't stop."

"For sure," said Lee. "I gobble each one up in an all-nighter as soon as it comes out in paper. But I can quit anytime."

We laughed. But she was not the first person I've known to be a confessed O'Brian addict.

"What about sailing videos?" I asked. "Any movies with any real merit?"

"Best one ever is still *Captains Courageous*, the Spencer Tracy movie made in 1937. It's aged very well."

"I agree," said Lee. "It's an awesome movie and an awesome book — by Rudyard Kipling — but the book and movie both have that title that has, like, nothing to do with the plot. None of the captains ever do anything particularly courageous, unless you count shouting dumb insults at each other like we do during the postponements before the midwinter races."

Again I tried to get Lee to follow me over to the technical books, but she had to get back to campus for an afternoon class, and I was due back at the office. I was just about through getting rung up when I spotted the perfect gift next to the cash register.

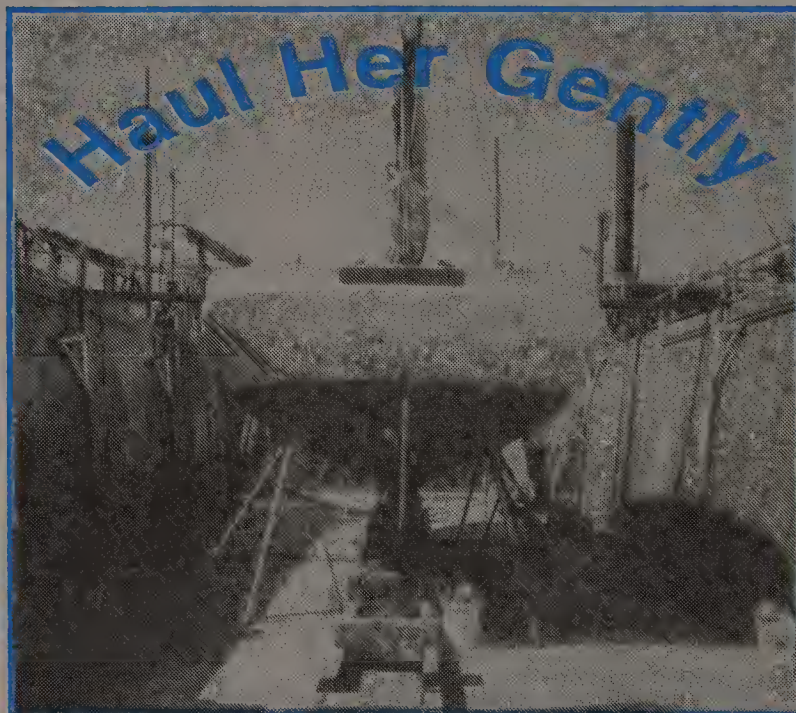
"Give me one of those gift certificates, too," I said.

— max ebb

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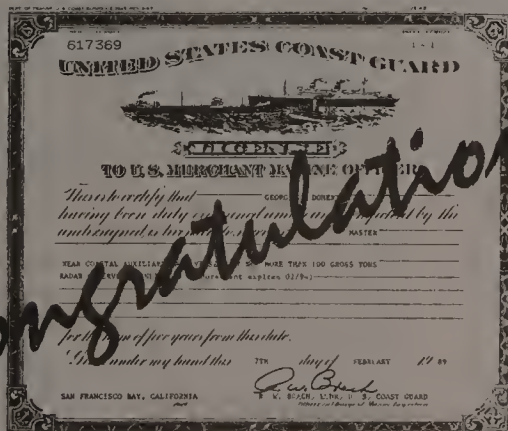
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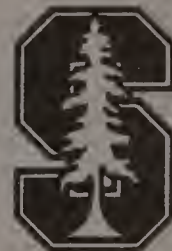
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With reports this month on **Bareboat Charter Destinations Worldwide (Part I)**, **Dodging the Monsoons in Thailand** and a **Reader's Survey on Charter Dreams and Preferences**.

## Worldwide Bareboat Charter Review: New Ideas for Your Christmas List

If you're a regular reader of *World of Chartering*, you've probably already discovered the magic of bareboat vacationing. But you may not realize how many prime sailing destinations around the world now offer late-model boats for hire. We've made it our mission this month (and next) to fill you in on some of the lesser-known venues while reminding you about those that are more widely discussed. (We'll save international crewed yacht chartering for another issue.)

Did you know, for example, that there are now bareboats available in the pristine Seychelles Islands of the Indian Ocean? Or that there are so many desirable anchorages within the Vava'u region of Tonga, that they are referred to by number, rather than by name?

Join us on a whistle-stop world tour and we'll give you the details of these and many more vacation destinations — just in time to add them to your Christmas wish list.

First, a few introductory observations. Charter operations have long been established in locations close to ready markets of sailing clients, such as the San Juan Islands, the Caribbean, Greece and Turkey. But during the past few years, as successful

charter firms have expanded their international network of bases through mergers and acquisitions, they've set their sights on ever more exotic destinations. The intention seems to be to appease the appetites of their core clientele of repeat charterers who seek idyllic destinations which feature excellent sailing conditions as well as an intriguing foreign culture.

Although all bareboat charter bases must have a reasonable international airport nearby, the farther you get from major gateways, the more travel time you'll have to allow. Still, for the truly adventurous among us, traveling far, far from home — to, say, Thailand or New Caledonia — adds immeasurably to the excitement of planning an overseas getaway. And as screwy as air pricing is these days, sometimes traveling halfway around the world can actually be cheaper than jetting down to the Caribbean (particularly when there's a price war on). So before you rule out some of the far-flung destinations mentioned here, do a bit of air fare research with a seasoned travel agent. If you want to get *really* creative, consider buying an around-the-world ticket (for as low as \$1,400) and charter in two or more destinations with a couple of major city stops in between.

When it comes time to make a booking

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for a distant charter venue, you'll need to choose between companies with U.S. ownership or representation — as well as an 800 number — or a lesser-known firm overseas. While most of our readers seem to prefer dealing with U.S.-based companies, some veteran charterers prefer to make bookings directly with an on-site charter operator, reasoning that they can sometimes get more specific information about the boat they'll be renting and possibly a price break (even though the cost of international phoning or faxing could easily offset any cost advantage). Of course there are plenty of reputable, reliable companies overseas, but unless you're basing your choice on a strong personal recommendation, how do you pick one? Without taking sides in this debate — or, heaven forbid, getting too serious — we should point out the down side of this latter option. If you have a gripe with the services you receive from an overseas company without U.S. representation, for example, 'who ya gonna call?' when you get back home to settle things.

No matter who you book with, though, be



LATITUDE/ANDY



# OF CHARTERING



**A portrait of paradise. Clockwise from upper left: New Zealand offers superb cruising in a temperate climate; the Bora Bora lagoon, 'nough said; Tahitian lagoon sailing features ample breeze over flat water; house of worship, Tahaa Island; traditional palm frond weaving in Tonga.**

sure you clearly understand in advance: how provisioning is handled, what insurance costs and covers, when payments are required and what the rules are regarding cancellations.

Collectively, the passports of *Latitude's* staff hold a wide variety of foreign immigration stamps, but we certainly haven't been everywhere. If you've had chartering experiences overseas — particularly in some of the lesser-known areas — we'd love to hear about them. Give us a report and there may be an official 'Latitude 38 Charter Inspector' T-shirt in it for you.

Please note: Charter companies listed below are offered only as a selection of known firms; we make no specific recommendations. Company listings in the most popular areas are, by necessity, less than comprehensive.

The islands of **Tahiti** (the Society Islands)

are regarded by many world travelers as the most stunningly beautiful island group on the globe. Each verdant isle is encircled by fringing reefs, making island-hopping a balance between sheltered sailing within flat-water lagoons and robust inter-island channel crossings. Vistas are spectacular and locals still observe traditional customs. Long a major tourism destination for Europeans, there is substantial infrastructure ashore, including nightlife and fine dining.

- **Best season:** May-October, temperatures in the 70s and low 80s (December-April is the rainy season).

- **Flight notes:** Frequent flights from SFO and LAX. Charter flights also available through travel agents or tour operators.

- **Principal companies:** The Moorings (800) 535-7289; Stardust (800) 634-8822; Sun Yachts (800) 772-3500; Sunsail (800) 327-2276.

- **General Tourism info:** Tahiti Tourist Promotion Board, 300 Continental Blvd., Suite 108, El Segundo, CA 90245; (310) 649-2884, fax (310) 414-8490.

The 'peaceable' **Kingdom of Tonga** lies 1,200 miles west of Tahiti. One of the most undeveloped bareboating venues in the

world, Tonga should not be your choice if you require *haute cuisine* and wild nightlife. Rather, it appeals to those who relish a *lack* of modern infrastructure. The prime sailing area, Vava'u, is a closely clustered grouping of islands characterized by easy sailing, pristine anchorages, almost no land-based tourism and joyful islanders who take great pride in their ancient Polynesian heritage.

- **Best season:** May-October, temperatures in 70s and low 80s; (November-April is the rainy season).

- **Flight notes:** Frequent flights via New Zealand and Hawaii.

- **Principal companies:** The Moorings (800) 535-7289; Island Rover Charters of New Zealand (base opens 1996), 011-64-9-424-7793; Sunsail (800) 327-2276 (base opens April, 1996).

- **General tourism info:** General Consulate of Tonga, 360 Post St., Suite 604, San Francisco, CA 94103; (415) 781-0365, fax (415) 781-3964.

The widespread chain of tropical islands which comprise the nation of **Fiji** has long been a favorite destination of world-class scuba divers due to its superb underwater life. In recent years, hundreds of lucky sailors have also discovered its charms. Bareboats (each with a mandatory 'island guide') are available to charter primarily in a bevy of palm fringed coral atolls called the Yasawas and Mananucas where sailing conditions are ideal, Melanesian islanders are hospitable and mini-resorts beckon you ashore.

- **Best season:** April-June and October-December, temperatures in the low 80s.

- **Flight notes:** Frequent flights via New Zealand, Australia and Hawaii.

**Fresh coconuts? Coming right up. In the outlying Yasawa and Mamanuca Islands of Fiji most locals are friendly and eager to please.**



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- **Principal company:** The Moorings (800) 535-7289.

- **General tourism info:** Fiji Visitors Bureau, 5777 West Century Blvd., Suite 220, Los Angeles, CA 90045; (310) 568-1616, fax (310) 670-2318.

Unless you're a 60-something veteran of our WWII Pacific naval campaigns — or have been watching re-runs of *McHale's Navy* — you've probably never heard of Noumea or the Isle of Pines. They're both part of the French territory of **New Caledonia** which lies 800 miles off Australia's Queensland Coast. While these beautiful sub-tropical islands may be a 'sleeper' destination to Americans, they're a favorite vacation spot for Australian sailors.

The capital, Noumea, is a sophisticated French colonial capital, while outer islands offer sweet seclusion and only minimal development. If you're planning a trip to Australia or New Zealand consider sailing here as an added treat (the prime season here is the same as the Whitsunday Islands).

- **Best season:** June-September; temperatures in the 70s and low 80s.

- **Flight notes:** Frequent flights via Fiji, Australia and New Zealand.

- **Principal company:** The only game in town (as far as we know) is Sun Yachts (U.S. marketing rep for Noumea Yacht Charters).

- **General tourism info:** French National Tourist Board (900) 990-0040.

During the frostiest days of our North American winter, **New Zealand** enjoys the height of its sunny summer boating season.

*Many circumnavigators regard Tahiti's Leeward Islands to be the most beautiful tropical archipelago on the planet.*

BILL GALLAGHER, SR.



COURTESY SUNSAIL



And since the 'sailing gene' seems to be universally inherent among Kiwis, it's no surprise that plenty of good bareboats are available in the North Island's two prime cruising grounds, the Hauraki Gulf (near Auckland) and the majestic Bay of Islands. With its pleasant temperate climate, unspoiled landscapes and robust inhabitants, New Zealand should definitely be on your 'someday' wish list.

- **Best season:** November-April; temperatures in the 70s.

- **Flight notes:** Frequent flights from SFO and LAX; stopovers in Tahiti, Fiji, etc. can be made at no additional cost; many connecting flights to Australia.

- **Principal companies:** Island Rover Charters, 011-64-9-424-7793, fax 011-64-9-424-3260; The Moorings (800) 535-7289; Sunsail (800) 327-2276.

*To cruise the waters of Thailand is to enter a world vastly different from our own. Top inset: Have 'Latitude', will travel. Bottom: Exotic Bangkok is the primary gateway to Phuket.*

- **General tourism info:** New Zealand Tourism, 501 Santa Monica Blvd., Suite 300, Santa Monica, CA 90401; (800) 388-5494, fax (310) 395-5453.

Although sailing abounds all over **Australia**, the Whitsunday Islands, which skirt the Queensland coast, are by far the most attractive destination for bareboat chartering. Most of the 70+ pine-covered islands within this national park are completely uninhabited, yet a half dozen others have well-kept resorts which welcome boaters. Expect moderate breezes, warm sheltered waters and pristine beaches.

- **Best season:** April-September, temperatures in the 70s and low 80s.

- **Flight notes:** Frequent flights from the U.S.

COURTESY STARDUST







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arrive at Sydney, Brisbane or Cairns; then connect to Proserpine or Hamilton Island.

• **Principal companies:** The Moorings (800) 535-7289; Sunsail (800) 327-2276 (also has operation in Sydney Harbor); Queensland Yacht Charters 011-61-79-467-400, fax 011-61-79-467-698; Sail Whitsundays 011-61-79-467-070, fax 011-61-79-467-044; Whitsunday Rent-A-Yacht 011-61-79-469-232, fax 011-61-79-469-512; Whitsunday Sailing Charters (800) 827-2232.

• **General tourism info:** Australian Tourist Commission, 1000 E. Business Center Drive, Mt. Prospect, IL 60056; (708) 635-3718, fax (708) 635-3718.

A decade ago, the idea of a sailing trip in **Thailand** would have seemed like traveling to the end of the universe. But today, more and more sailors-in-the-know are experiencing the wonders of Phuket and her neighboring islands. These cruising grounds are characterized by lush limestone pin-

nacles, spectacular beaches and tiny undeveloped fishing villages. A stopover in Bangkok en route makes chartering in Thailand a particularly exotic choice.

• **Best season:** December-April; monsoon at other times, but you can sail in the gulf east of Phuket.

• **Flight notes:** Frequent flights from U.S. to Bangkok; then connect to Phuket.

• **Principal companies:** Sunsail (800) 327-2276; Phuket Yachting Services, fax 011-66-76-220-915.

• **General tourism info:** Thailand Tourist Authority, 3440 Wilshire Blvd., Suite 1100, Los Angeles, CA 90010; (213) 382-2353, fax (213) 389-7544.

We close Part I of our Worldwide Bareboat Review with one of the newest bareboat charter destinations on the international menu, the **Seychelles**. Strewn across the turquoise waters of the Indian Ocean, 600 miles northeast of Madagascar, this pristine covey of islands is indeed a sun-baked tropical paradise. Southeast trades blow predictably from May through September, there are ample protected anchorages and snorkeling is excellent in warm, clear waters. The capital, Mahe, maintains its classic French colonial charm, while outer islands are characterized by deserted white-sand beaches and mini-resorts.

• **Best season:** May-September (although considered a year-round destination), December-February is rainy season, however these islands are out of the monsoon belt.

• **Flight notes:** Flights arrive several times weekly from London, Paris and Frankfurt.

• **Principal company:** Sunsail (800) 327-2276.

• **General tourism info:** Seychelles Tourism, 820 Second St., Suite 900-F, New York, NY 10017; (212) 687-9766, fax (212) 922-9177.

We'll continue our romp around the globe next month with a look at bareboating possibilities in the Aegean, the Med, Western Europe, the Caribbean and the Americas. Stay tuned.

— latitude/aet

## In Exotic Thailand, Annual Monsoons Limit Off-Season Sailing

For months we had planned our sail in Phangnga Bay among the fabulous lush isles off Phuket Island, Thailand. (By the way, don't you dare include that 'h' in your pronunciation of Pa, lots of aspiration, ket!)

Between my son, Bill Junior, his new wife

Lori, and my wife Dee Dee and I, we had made careful arrangements and thought we'd planned for almost everything. Whoops! We forgot that the Monsoon Season begins in earnest on or about the first week in June. We started our trip on June 1st. So, off we were in a rented Beneteau 350 from Sunsail, praying for a brief let-up in the downpour, in more rain than any of us could remember.

Our Bimini was so laden with water that we jury-rigged a deck brush to the binnacle to keep it propped up. Thoroughly soaked to the skin, we decided to grin and bear it. After all we had paid our money, had loaded a near week's worth of provisions, set aside the time, and had flown half-way around the world.

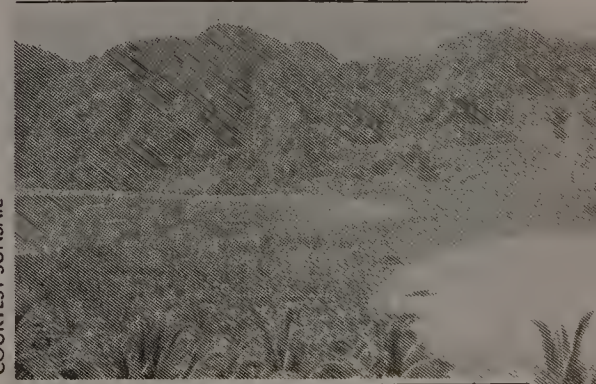
Hey, let's document this! Out came the cameras and I remembered my copy of *Latitude 38*. So, here's another installment of 'where *Latitude 38* is read' photo for your collection. (See inset.)

Well, it rained and rained — rained all day and it rained all night. But the next day and two days after that were *bea-u-ti-ful!* Phangnga Bay is certainly one of the greatest scenic attractions of this planet. Its myriad of dramatic — can I say 'perfect'? — tropical islands rise dramatically from snow-white beaches with navigable sea tunnels, caves, and grottos. Unspoiled fishing villages and friendly locals make this a wonderful getaway.

On our final day, coming back to the Sunsail base on Phuket we came upon the other side of the three-day 'eye' we had been enjoying and were then buffeted with a 45-mph gale and, from time to time, zero visibility. I was glad my son brought along his handheld GPS. It was very reassuring. We can't wait to return — in the dry season!

— Bill Gallagher, Sr.  
Diamond Springs, CA

*Thailand's tropical cruising grounds are a dream-like wonderland of lush vegetation, sculpted mountains and glorious beaches.*



COURTESY SUNSAIL



# WORLD OF CHARTERING

## Stand and Be Counted

From the reader input we've received over the years, we have a pretty good idea of what sorts of bareboat and crewed yacht vacations you, our loyal readers, generally take — but we want to know *more!*

We'd greatly appreciate your input via the following survey. So instead of perusing that mountain of junk mail in front of you, please take a minute to check a few boxes.

**Note:** At the end of December, we'll put the names of all respondents in a hat and choose 10 winners. The first 5 will win a daysail (for 2) aboard the 55-foot *Adventure Cat*. Five runners up will win official 'Charter Inspector' T-shirts. Mail surveys to:

World of Chartering, Latitude 38  
P.O. Box 1678, Sausalito, CA 94966

- On average, I charter in the Bay Area (average):
  - ☐ > once a month ☐ bareboat ☐ crewed yacht
  - ☐ 7-12 times a yr ☐ bareboat ☐ crewed yacht
  - ☐ 3-6 times a year ☐ bareboat ☐ crewed yacht
  - ☐ 1-2 times a year ☐ bareboat ☐ crewed yacht
  - ☐ very rarely ☐ bareboat ☐ crewed yacht
  - ☐ never ☐ bareboat ☐ crewed yacht
- I've taken charter trips away from my home waters:
  - ☐ 1-3 ☐ bareboat ☐ crewed yacht
  - ☐ 3-5 times ☐ bareboat ☐ crewed yacht
  - ☐ 6 or more times ☐ bareboat ☐ crewed yacht

- On average, I charter away from my home waters:
  - ☐ twice a year ☐ bareboat ☐ crewed yacht
  - ☐ once a year ☐ bareboat ☐ crewed yacht
  - ☐ every other yr ☐ bareboat ☐ crewed yacht
  - ☐ every 3-5 years ☐ bareboat ☐ crewed yacht

- (A) I've chartered in the following areas:  
(B) During the next 3 years I plan to charter in:

### Did it / Plan to

- |   |                               |                                   |
|---|-------------------------------|-----------------------------------|
| <input type="checkbox"/> Virgin Islands   | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Leeward Antilles | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Windwards        | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Bahamas          | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Pacific NW       | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Greece/Turkey    | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Other Europe     | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Tahiti           | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Fiji or Tonga    | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Australia        | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> New Zealand      | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Thailand         | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> Other _____      |                               |                                   |
| <input type="checkbox"/> Other _____      |                               |                                   |

- I picked my charter destinations because of:
  - ☐ advertising
  - ☐ editorial mention in *Latitude 38* or other media
  - ☐ boat shows or travel expositions
  - ☐ tourism office information
  - ☐ recommendation from friends
  - ☐ advice of yacht charter broker or operator

- I've booked my charter vacations:
  - ☐ through a yacht charter broker
  - ☐ through a travel agent
  - ☐ (bareboat) direct with bareboat company
  - ☐ (crewed yacht) direct with boat owner

- I have picked companies to work with because of:
  - ☐ advertising
  - ☐ editorial mention in *Latitude 38* or other media
  - ☐ boat shows or travel expositions
  - ☐ tourism office information
  - ☐ recommendation from friends
  - ☐ advice of yacht charter broker or operator

\* On a separate sheet of paper, tell us . . .

- What destinations would you like to read about in future issues of *Latitude 38*?
- What's the best thing(s) about bareboat or crewed yacht vacationing?
- What tips would you pass on to those who have not yet tried yacht charter vacationing?

*Please remember also, we always love to receive brief reports on charter destinations you visit — especially in lesser-traveled cruising areas. And if we use your report we'll send you a special Latitude 38 T-shirt!*

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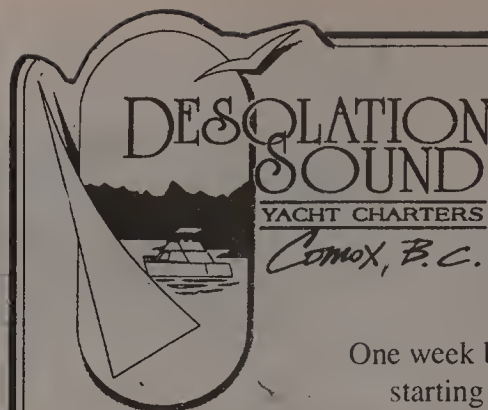
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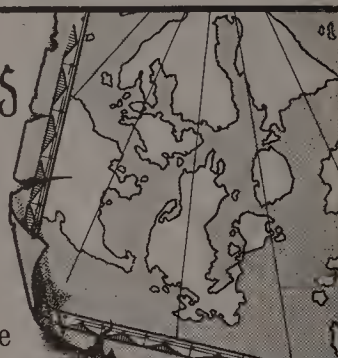
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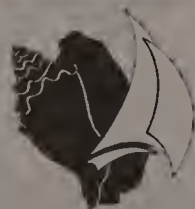


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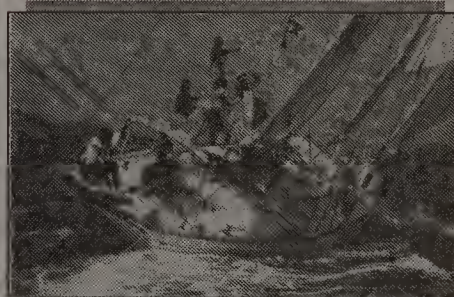
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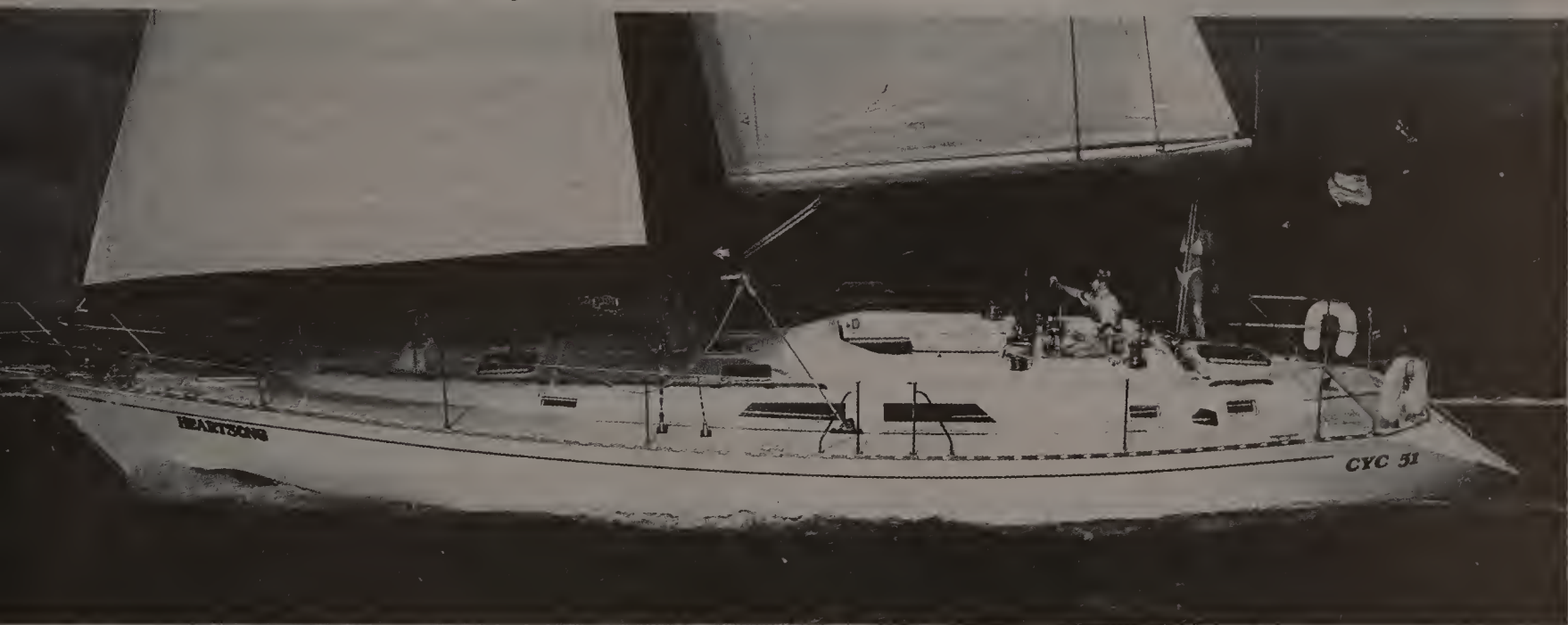
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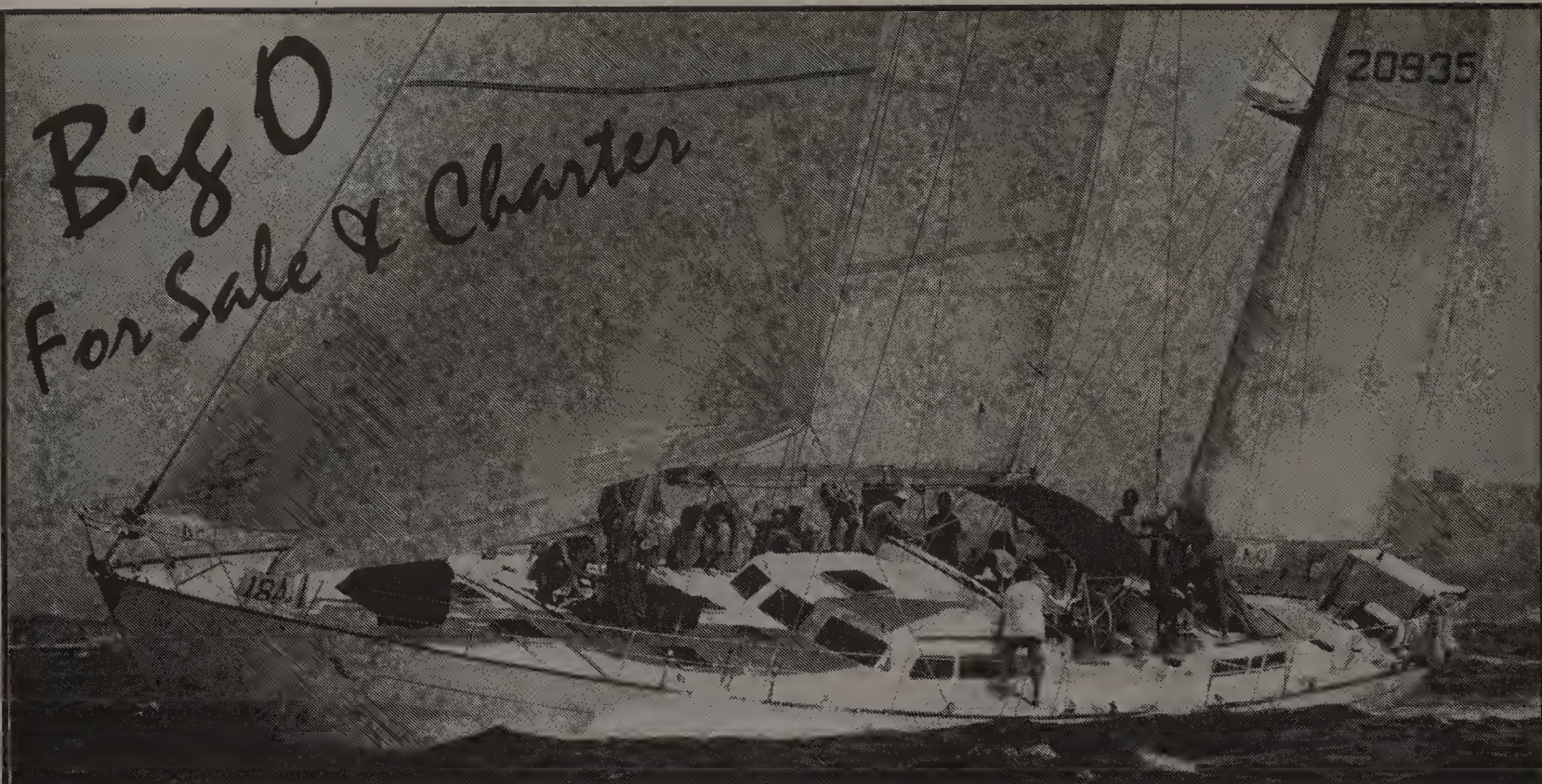
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Big O, Latitude's 1971 Ocean 71 ketch, is available for charter in the Antigua to Virgin Islands area of the Caribbean from January 10 through May 9. If not sold in early May, she'll be available for charter to Bermuda, the Bermuda Cruiser's Race, and in the Northeast until the end of summer.

## There are two ways to enjoy a charter aboard Big O:

The first is to put together a group of up to seven to charter the entire boat, complete with captain, cook and deckhand. The cost, including food and most beverages, is \$6,900 for seven days. There aren't many weeks left, so reserve space now.

The second way to join *Big O* is by being part of the crew — with the Wanderer and Wanderette — for one of the various 'fun' regattas in the Caribbean. They are as follows:

**February 27 - March 5, Heineken Regatta at St. Martin.** This package includes a couple of days of cruising St. Barts, the three-day, 180-boat Heineken Regatta off St. Martin, and recovery days back at St. Barts or over at Anguilla. The 'Heinie' is the fastest growing regatta in the Caribbean, and ideal for those who enjoy sailing, drinking, laughing and partying — while not wearing very much clothing. \$1,200/person.

**April 8 - 15, BVI Regatta, Tortola, British Virgins.** This package includes a couple of days of cruising before and after the slightly more low-key BVI regatta which is contested in the flat waters of the Virgins. Same crew requirements as for the 'Heinie'. \$1,200/person.

**April 28 - May 5, Antigua Sailing Week.** Sorry, this one's been oversubscribed for months. There's a slight chance there may be some deck space left, but we're not taking any more calls at this time.

If *Big O* is not sold by May, we'll be offering all sorts of exciting open ocean cruising opportunities during the summer, including the West Marine Bermuda Race, and the cruise from Bermuda to Newport, Rhode Island. No reservations are being taken at this time.

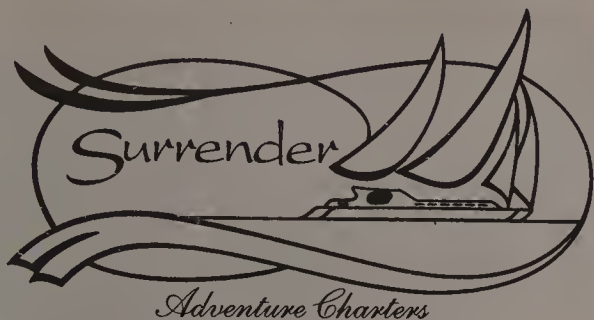
*Big O* charters headed up by the Wanderer and Wanderette are arranged so they'll be close to an equal number of men and women. We absolutely, positively do *not* accept charterers who: 1) whine, 2) behave irresponsibly when drinking, or 3) don't like to dance on deck.

If you want brochures or need lots of reassurance that you'll be getting your money's worth on a *Big O* charter, please call one of the many other fine charter companies. With all do respect, life's too short for all that. We don't mean to sound arrogant, but if you join a *Big O* regatta charter and don't have a fabulous time, it will be your own damn fault. Just ask anyone who has done Antigua aboard *Big O*.

**For Sale.** After nine years our beloved 1971 Ocean 71 Ketch *Big O* is for sale for \$330,000 — although delivery can't be taken until after May 9th. She's just finishing up a 25,000-mile cruise from California to Turkey and back to the Caribbean — and with the addition of a new main, is ready for more. She's not only a classic beauty, but she's a great ocean boat, riding like an old Bentley in even grotty weather. She has bunks for 11, and is ideal for either a crew-assisted family world cruise or for owner-operator chartering. With two cockpits and tons more space than a S&S Swan 65, you can't find a better big cruising boat for the price. Concerned about her age? Of the 18 Oceans 71s built, last December we knew the whereabouts of nine. Seven of them have since crossed major oceans; the other two were either fitting out for a family circumnavigation or doing day charters.

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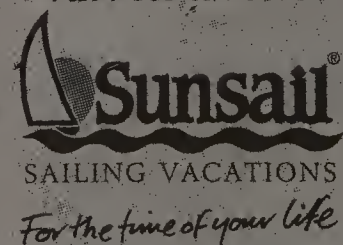
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# THE RACING

'Tis the season for **midwinter racing** — and we have the lowdown on six of the first ones. Also in the following pages, you'll find Tom Leweck's detailed account of the **Long Beach to Cabo San Lucas Race**; a quick look at the zany **Great Pumpkin Regatta**; the latest entries in the now sold-out **West Marine Pacific Cup**; a smattering of leftover **box scores**; and the usual drivel at the end that we dignify with the label **'race notes'**.

## San Francisco YC Midwinters

The first weekend of the San Francisco YC Midwinters, held on November 18-19, was one of frustrating extremes. On Saturday, the 37-boat fleet — slightly bigger than before due to lots of new divisions — enjoyed a 15-mile twice-around windward/leeward in a 12-knot westerly. While the big boats, especially the '99 Raters', had a fine time, the course proved too long for the smaller boats, many of whom DNFed as the wind faded. The next day, the fleet dutifully assembled again on the Hard Knox course for the 1 p.m. start — only to encounter heavy fog, no wind, and ultimately the dreaded three shotgun blasts.

"You can't control the weather," shrugged race chairman Tim Russell, who did an otherwise fine job of bringing this low-key series up a few notches. Ironically, the sharp eyes of the race committee spotted the Russell-driven J/35 *Fever* among the gaggle of pre-mature starters in the first start — and Russell neglected to exonerate himself. "It would have been rude to win the regatta in my position anyway," joked Tim.

Shoreside, the yacht club provided a nice spread of food and free beer on Saturday afternoon. The results weren't posted until well into the evening, and when they were it was the source of much discussion. Using Jake Van Heeckeren's still-evolving ORCA (Observed Results Computer Analyzed) scoring system, the course length was bumped after-the-fact from 15 to 17.5 miles — effectively giving more time to little boats. "It's the fairest handicap system yet," claimed Van Heeckeren. "It uses five statistical regressions to come up with an implied course length based on elapsed times and given ratings. The longer course reflects the 3.7-knot ebb tide, which you see favors. . ."

Jake proceeded to rapidly lose us from there, but we sense he might be onto something worthwhile. Not everyone was quite as sure, but according to Van Heeckeren, only one owner was seriously bent out of shape about the new 'black box' scoring system. "People resist change," mused Jake. "Anything they can't understand, they tend to

automatically reject."

The series resumes and concludes on December 16-17. Results of Saturday's race follow:

DIV. I (0-100) — 1) *Limelight*, J/105, Harry Blake; 2) *Coyote*, Beneteau 40, John Sweeney; 3) *Jack Rabbit*, N/M 39, The Liggetts. (6 boats)

99 Raters — 1) *Ozone*, Olson 34, The Bauers; 2) *Razzberries*, Olson 34, The Nesbits. (4 boats)

DIV. II (101-135) — 1) *Fire Drill*, Tartan Ten, Lambert Thom; 2) *Blue Ribbon*, Etchells, Randy Ferguson/Dinny Waters. (4 boats)

DIV. III (136-up) — 1) *Barking Dog*, Olson 25, Jeffrey Kroeber; 2) *Ruckus*, Newport 30, Paul von Wiedenfield. (4 boats)

NON-SPINNAKER — 1) *Fast Lucy*, Nonsuch 36, Mal Jendresen; 2) *Veronesa*, Beneteau 45f5, Chris Dawson; 3) *Yachid Da II*, Sceptre 41, Terry McLaughlin. (9 boats)

SHORTHANDED — 1) *Bacarat*, Peterson 34, Dave Reed; 2) *Chimera*, Express 27, Brett Allen/Jeff Jacobs; 3) *Oaxaca*, SC 50, The Cranors. (6 boats)

MULTIHULL — 1) #1996, Tornado, The Erkelens, Sr. (4 boats)

## EYC Jack Frost Series

Ninety boats showed up for the first Jack Frost Midwinter race, hosted by Encinal YC on the grey afternoon of Saturday, November 18. In a light westerly and a big ebb, the fleet was sent off on two short courses, both four miles and change. "Based on feedback from the racers, we're going to emphasize windward/leewards this winter," said Dan Fleming. "Reaching legs will be avoided if possible."

Unfortunately, the wind filled in shortly after the start, making the race too short for the big boats, but about right for the little ones. "Even with 29 courses to choose from, it's still hard to get it right in the winter," sighed Fleming.

DIV. A (0-96) — 1) *High Strung*, Wylie 38, Gary Burbidge; 2) *Bodacious*, Farr 40, John Clauser; 3) (tie) *China Cloud*, J/40, Leigh Brite, and *Bloom County*, Mancebo 31, Ondry Family. (11 boats)

DIV. B (J/80) — 1) *Repo Man*, Tony Simi. (3 boats)

DIV. C (97-129) — 1) *Insufferable*, N/M 30, Peter Rookard; 2) *Screamer*, Capo 30 mod., Dick Horn; 3) *Jane Doe*, Olson 911-SE, Robert Izmirian. (13 boats)

DIV. D (ULDB) — 1) *Hot Rod Lincoln*, Moore 24, Charles Witcher; 2) *Twilight Zone*, Merit 25, Paul Kamen; 3) *Bewitched*, Merit 25, Laraine Salmon. (7 boats)

DIV. E (130-168) — 1) *Ono*, B-25, Fred Voss; 2) *Uno*, WylieCat 30, Steve Wanner; 3) *Eclipse*, Hawkfarm, Fred Hoffman. (14 boats)

DIV. F-1 (169-196) — 1) *20/20*, Cal 29, Phil Gardner; 2) *Snow Goose*, Santana 30, Ted Mattson; 3) *Lelo Too*, Tartan 30, Emile Carles. (8 boats)

DIV. F-2 (197-up) — 1) *My Toy*, Ranger 26, Dave Adams; 2) *Pathfinder*, Ariel, Ed Ekers; 3) *Jubilee*, Ariel, Don Morrison. (9 boats)

CATALINA 30 — 1) *Mona Too*, Ed Halaby; 2)







**Men at work:** John Sweeney — juggling tiller, brewski, and 'for sale' sign — and the crew of his chart-ered Beneteau 40 'Coyote' cracking under pressure in the recent San Francisco YC Midwinters. Sweeney claims you can own this boat for under \$30k. 'Camouflage', at only \$50k, is another bargain. At these prices, we're tempted to pick up an IOR beater for the Pacific Cup and then sell it in Hawaii!

**Outrageous**, K.D. Speer; 3) **Goose**, Michael Moradzadeh. (8 boats)

CATALINA 34 — 1) **Mottley**, Christopher Owen; 2) **Allegro**, John Lambert. (5 boats)

SANTANA 22 — 1) **US 99**, Bob Barksdale; 2) **Carlos**, Robert Ward. (5 boats)

NON-SPIN — 1) **Amigos**, Cal 20, Jack Navarra; 2) **Wlanno**, Catalina 42, John Sullivan. (4 boats)

COLUMBIA CHALLENGER — 1) **Gunga Din**, Jan Grygier. (3 boats)

### Sausalito YC Midwinters

Twenty-eight boats answered the starting guns on Sunday, November 5 in the first of

five scheduled Sausalito YC midwinter races. "It was a superb day on the water — sunny, 70°, and a nice 12-knot southerly," reported race chairman Mark Daniels. "Best of all, participants were spared the ignominy of watching the Niners go down in flames to some expansion team from North Carolina!"

Daniels neglected to mention the raging 4.4-knot ebb which pulsed through the 7-mile race course. "We had a port tack fetch to Yellow Bluff, a run to Harding Rock, a starboard tack fetch to Blackaller and then a run to the finish," commented John Slivka, whose Coronado 27 *Dulcenea* benefitted

from the tackless reachfest. "Frankly, it wasn't very exciting racing because of limited course options. Why not hold two shorter races a day on the Sausalito side of the Bay, maybe even using inflatables?"

**SPINNAKER** — 1) *Dulcenea*, Coronado 27, John Slivka; 2) *Perezoso*, Excalibur 26, Davis/Nehms; 3) *Absolute* 88, Wylie 37, Keith MacBeth; 4) *Miramar*, Frers 41, Robbins family; 5) *Razzberries*, Olson 34, Bruce & Lina Nesbit. (11 boats)

**NON-SPINNAKER** — 1) *Bacarat*, Peterson 34, Dave Reed; 2) *Tackful*, Santana 22, Frank Lawler; 3) *Suncatcher*, Nonsuch 22, Sandra Bushmaker; 4) *Roeboat*, Catalina 30, Rod Decker; 5) *Sally Ann*, Express 37, Mike Franchetti. (11 boats)

**SHORTHANDED** — 1) *Nordlys*, Knarr, Joel Kudler; 2) *Fast Lucy*, Nonsuch 36, Mal Jendresen. (5 boats)

### Golden Gate YC Midwinters

Last year, as some regular readers might recall, we expressed some doubts about the Golden Gate YC Midwinters. But the first race of this year's series, held on Saturday, November 4, went a long way toward restoring our faith in this big-boat oriented Cityfront regatta. As the accompanying photographs suggest, the weather was just perfect — flat water and a moderate westerly. The course selections were excellent, too, with three different lengths — 14.7, 8 and 6.8 miles — offered depending on boat size.

*Dolphin Dance* overcame her PHRF rating of 12 to beat 14 other boats in the 'big class' by a two-minute cushion. After 2½ hours on the race course, the next three boats corrected out within only 14 seconds of each other — the kind of occurrence that makes us feel PHRF actually works pretty well on occasion. At the opposite end of the scale, the results were even closer: John Slivka's well-sailed Coronado 27 *Dulcenea* won the 'little class' by almost two minutes, while the next four boats all finished within six seconds of each other on corrected time!

Somewhat dampening an otherwise perfect day was the GGYC Board of Directors controversial decision to fly a 'Y' flag (borrowed from StFYC) at the start — i.e., lifejackets were mandatory despite the mellow conditions. Our initial guess was that they were simply trying to make a point (i.e., make sure that everyone had all the proper safety gear), but we've subsequently learned that the Board has instructed the Race Committee to fly the 'Y' at every race they run in the future! The racers' reactions ran the gamut from shock to amazement to outright anger. "This is a real insult to our intelligence," griped one perennial winner.

Our informal survey — conducted from a

LATITUDE/ROB



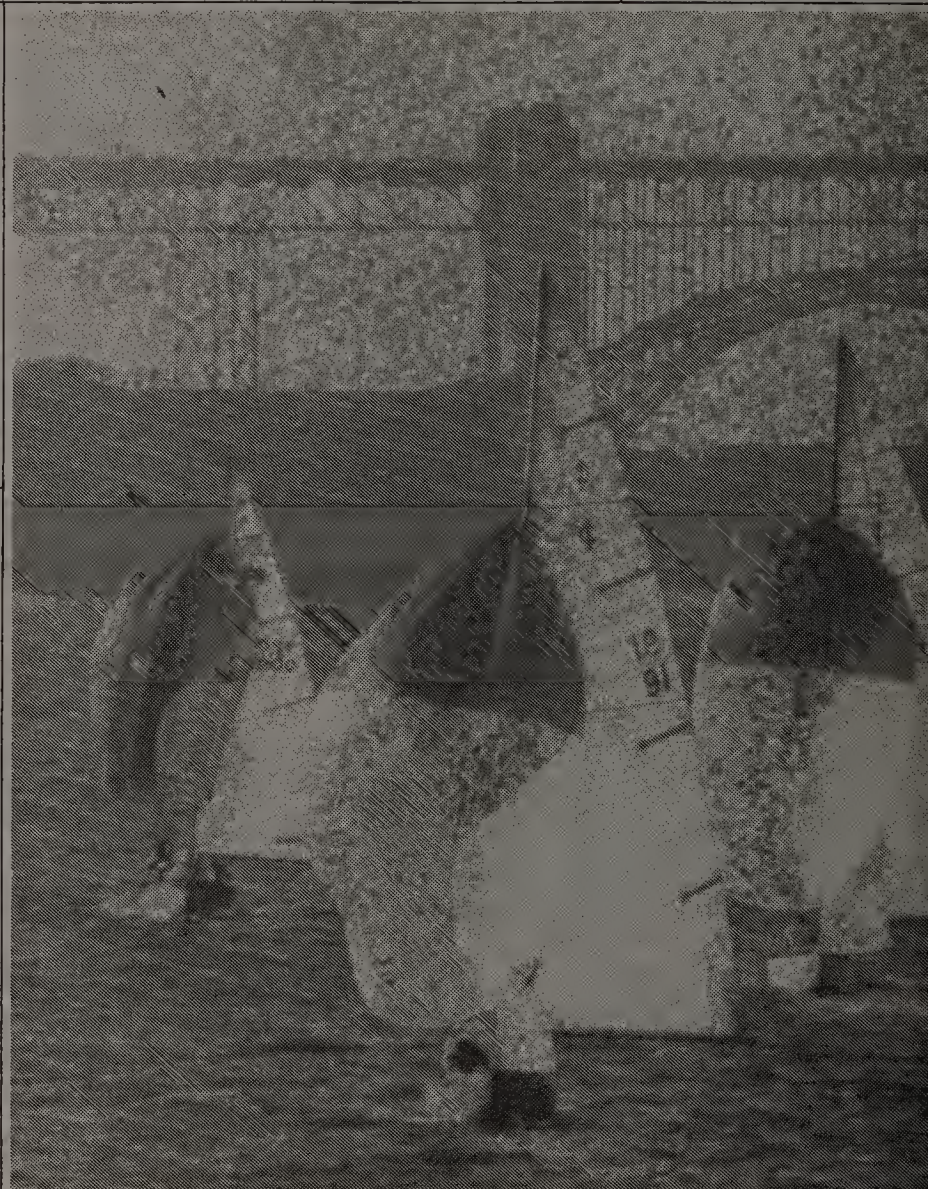
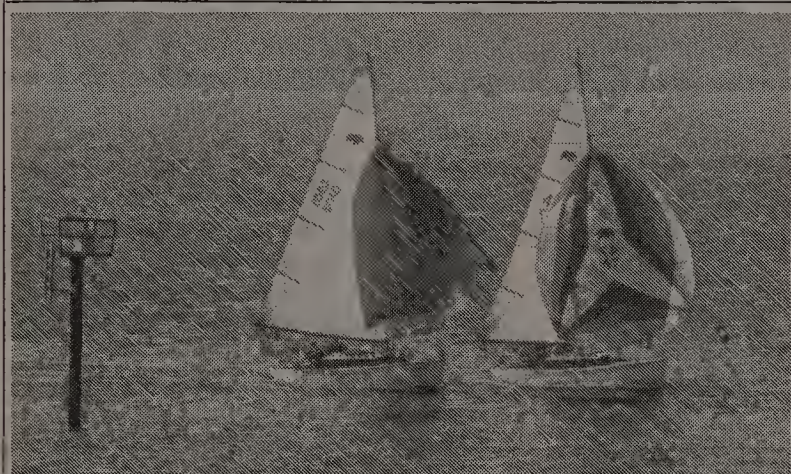
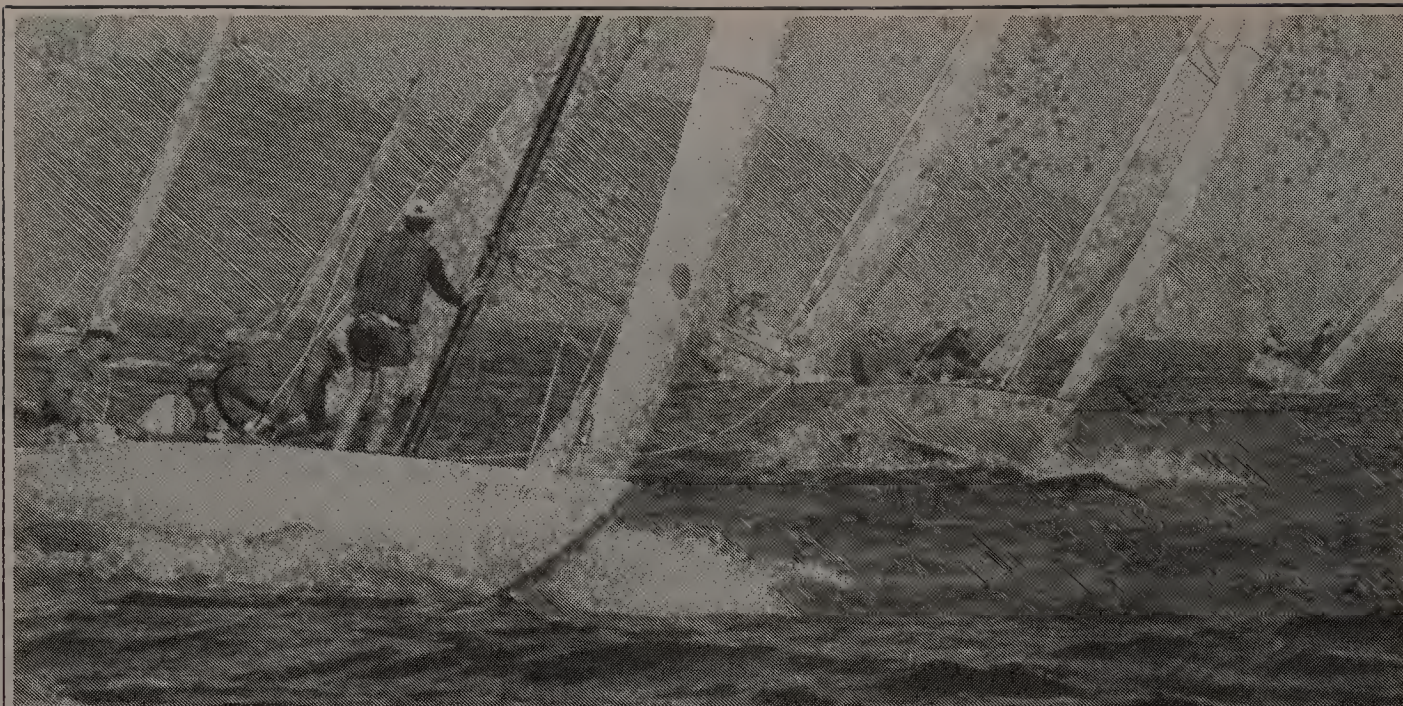


photo boat at Blackaller Buoy, the windward mark — revealed that only about two-thirds of the fleet complied anyway. Many notable members of the sailing community — including, to our surprise, one Young man who sailed aboard *Twin Flyer* in the now-infamous Larry Klein incident — ignored the 'Y' flag. Fortunately, only one skipper in the entire 66-boat fleet protested another boat for not wearing PFDs — and he was quickly

talked into withdrawing it. "We would have had to throw out the boat in question — which won its class — if the guy had actually filed," allowed a race official. "This thing could have turned into a real can of worms!"

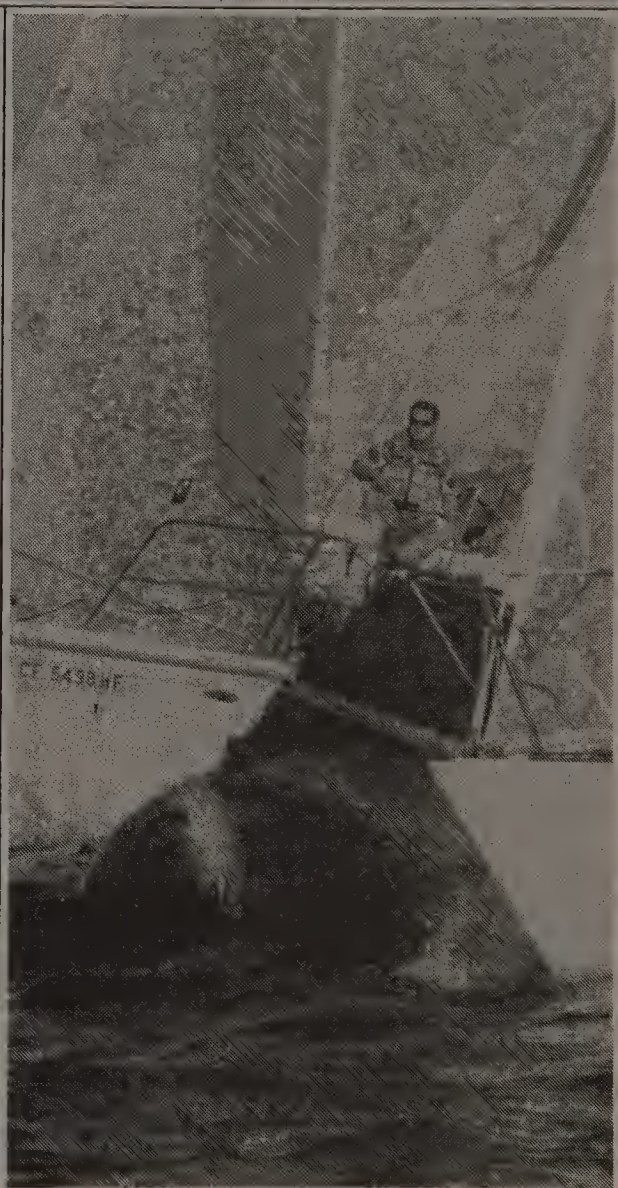
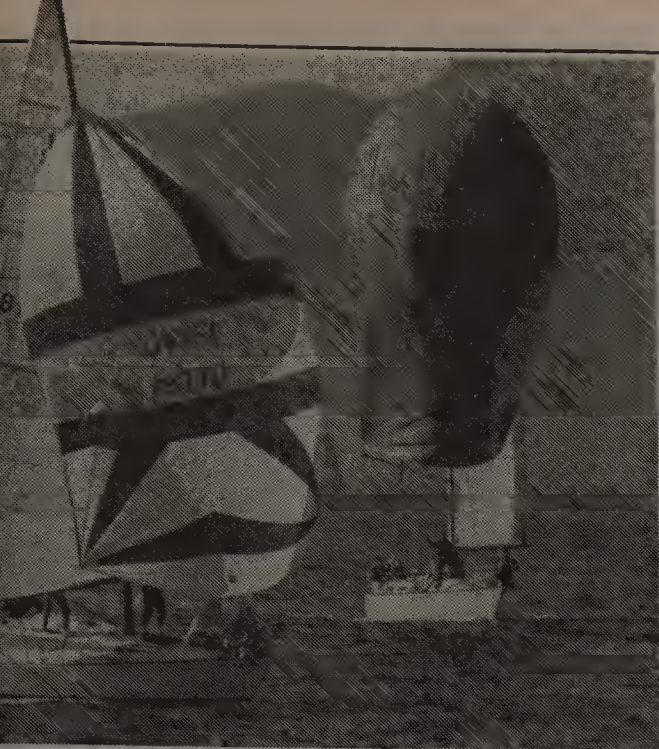
Anyway, the 'Y' flag will stay up for the whole series — so participants better get used to it. Christmas is coming — why not put a real lifejacket on your wish list?

DIV. I (0-72) — 1) **Dolphin Dance**, SC 50, Dave Sallows; 2) **Equanimity**, J/35, Randy Paul/Tom Thayer; 3) **Coyote**, Beneteau 40, John Sweeney; 4) **Zamazaan**, Farr 52, Chuck Weghorn; 5) **Johnson Controls**, 11:Metre, Peter Stoneberg. (15 boats)

DIV. II (74-99) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Limelight**, J/105, Harry Blake; 3) **Expeditious**, Express 34, Bartz Schneider. (9 boats)

DIV. III (100-153) — 1) **Novia**, Cal 39, John Webb; 2) **Ixxis**, Olson 911S, Ed Durbin; 3) **Hot**





*Life jackets in the docile GGYC midwinters? What do you think? This is an important issue — we'd like to hear from you. All photos 'Latitude'/rob.*

**Flash**, J/30, George Kokalis; 4) **Power Play**, J/29, Gordon Smith. (13 boats)

DIV. IV (154-197) — 1) **Undine**, IOD, Adam Wheeler/Chuck Hawley; 2) **Trey Shay**, Catalina 30, John Jacobs; 3) **Whitecap**, IOD, Tom Allen. (10 boats)

DIV. V (198-up) — 1) **Dulcinea**, Coronado 27, John Slivka; 2) **Shazam!**, Santana 22, Bud Sandkulla; 3) **Crazy Jane**, Thunderbird, Doug Carroll. (12 boats)

BEAR — 1) **Chance**, Glenn Treser; 2) **Smokey**, Steve Robertson; 3) **Circus**, Bob Jones. (7 boats)

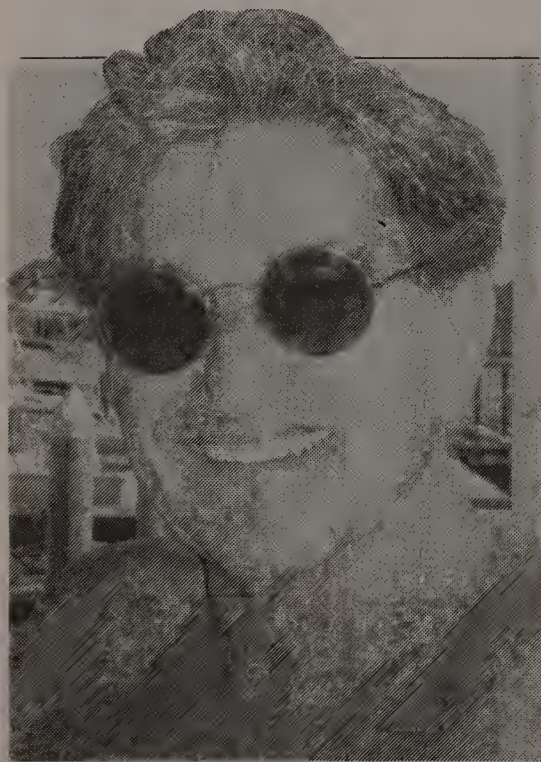
### The Fall Cabo Race

Long Beach YC's November run to Cabo San Lucas attracted 27 starters — the biggest

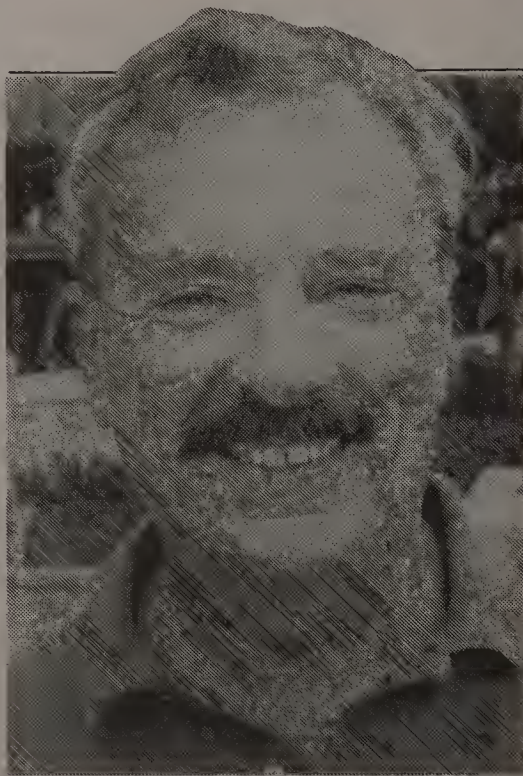
turnout in recent memory for a race down the Baja Peninsula. And for the first time in a decade, the ULDB 70s were not the big attraction. This year the spotlight was squarely focused on the turbo-sled class, an inappropriate misnomer considering only two of the five boats in this class were actually souped-up ULDB 70s. This class included Warwick Miller's IMS purpose-built R/P 66 *Exile*, fresh from her Big Boat Series



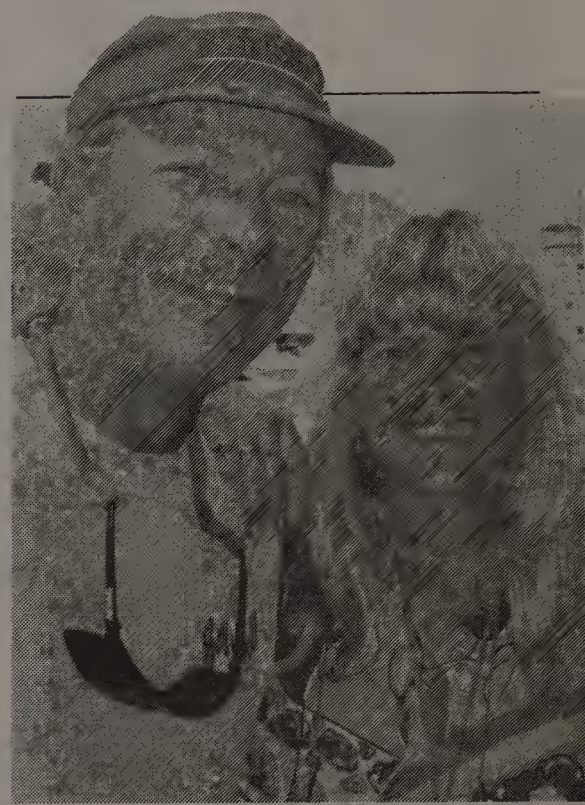
# THE RACING



**Hal Ward's 'Cheval' nipped 'Pyewacket' in an epic match race. In retrospect, the rest of their class needn't have bothered showing up.**



**Joe Case's 'Mongoose' spanked the shrinking sled class — and proved that a well-sailed SC 70 can hang with turbo-sleds in certain conditions.**



**Kirk and Jocelyn Wilson of the SC 50 'Bay Wolf'. They know how to have fun — as well as how to win Mexican distance races.**

win; *Lola Bombon*, a 1993 Farr 52 (ex-Full Cry with a 2-foot transom scoop) recently acquired by Antonio Elias of Mexico City; and Fred Detwiler's Michigan-based Andrews IMS maxi, *Trader*. The two turbo-charged sleds were Roy Disney's SC 70+ *Pyewacket* and *Cheval*, Hal Ward's Andrews 70+.

It didn't take long for Ward and Disney to show who was in charge of this class. *Cheval* and *Pyewacket* opened up more than 25 miles on the other three boats after only 20 hours of racing. It was also immediately obvious that the crews of these two boats were concentrating primarily on beating each other. "It was an 800-mile match race," Ward explained. "It was like we were connected by shock cord all the way there."

There was a lot of sailing talent aboard both boats. Disney's crew included sailmaker Gary Weisman, Ben Mitchell, Doug Rastello, Zan Drejes, Dave Tank, Gregg Hedrick and navigator Stan Honey. *Cheval* was sailed by Olympic medalist John Koliuss, Jeff Madrigali, navigator Mark Rudiger, Mike Howard, Stan Gibbs, Keith Kilpatrick, Rob Snyders, Dave Gruver and Billy Erkelens.

The two turbo-sleds were very close in speed, although *Cheval* seemed to have a touch of pace in heavy reaching conditions where its deeper, heavier keel provided additional stability. (*Pyewacket* will get a new keel early next year.) However, there wasn't a lot of heavy air reaching and the two boats swapped the lead repeatedly.

"Around dinner time on Tuesday we were having a jibing duel in the 'zone of death', no more than two miles off Cabo San Lazaro," Ward continued. "I was tempted to get on the VHF and call *Pyewacket* — suggesting

we take a dinner break and sail a bit farther offshore before resuming the encounter." That didn't happen.

*Cheval* was about a mile ahead of *Pyewacket* when they entered the Cabo Falso parking lot. The two boats drifted around together for nearly four hours in two to three knots of breeze, but *Pyewacket* simply could not get her bow out in front. *Cheval* finished at 1507 hours on Wednesday afternoon — 56 minutes ahead of *Pyewacket*. On corrected time it was even closer, with *Cheval* winning by just 15 minutes.

There is an interesting sidebar to this otherwise intense match race. During a jibe near the Cabo Falso lighthouse, *Pyewacket* got a strike on a trolling line which Gary Weisman described as 'low drag'. While the rest of the crew continued their full court press, Weisman and Gregg Hedrick landed a good-sized dorado. The fish was filleted and cooked before the boat hit the dock, just seven miles later. Parked side by side in front of the Plaza Las Glorias Hotel, the two crews shared the fish. . . and a few cases of beer.

When *Pyewacket* and *Cheval* crossed the finish line, *Trader* was still 100 miles up the course, with *Exile* 40 miles farther back. Struggling in very light air, both boats decided to withdraw, conceding third place to *Lola Bombon*.

*Cheval*'s elapsed time was well off the course record, which was shattered nonetheless. *Lakota*, Steve Fossett's globe-trotting 60-foot trimaran crossed the finish line nearly a full day in front of *Cheval* to prune 45 minutes off the previous standard of 3 days, 3 hours and 46 minutes. The old record was established in 1985 by Bill Martin,

the former head of US Sailing, and the late Tom Blackaller aboard the chartered SC 70 *Blondie*.

It seems that *Lakota* sets a new record nearly every time they go sailing. However, this time they also had another mission. In Newport Harbor YC's Cabo Race last March, Bob Hanel's 75-foot catamaran *Double Bullet* beat *Lakota* to the finish line by nearly one hour. Fossett wanted to even the score.

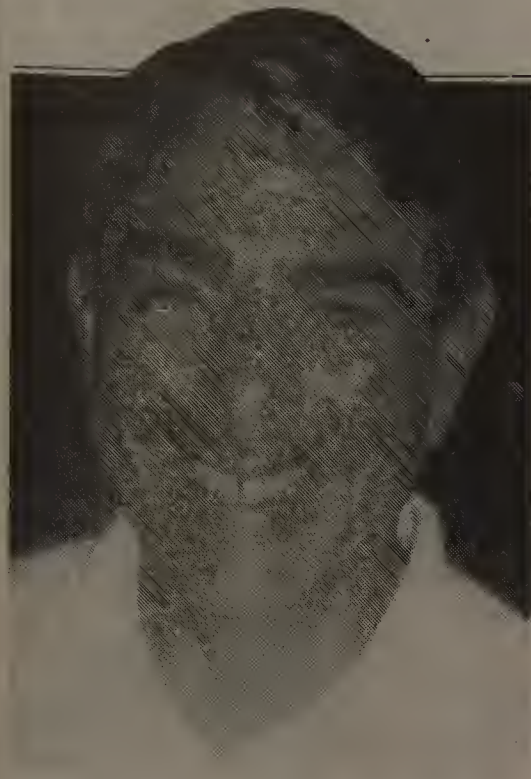
*Lakota* jumped out to a 43-mile lead over *Double Bullet* in the first day of racing and never looked back. They finished more than 14 hours ahead of *Bullet* — averaging nearly two knots faster for the 800-mile course. The third boat in this class, a Corsair 31 with the dubious name of *F-King A*, fell so far behind the two jumbo multihulls that they decided to withdraw before they were even halfway down the course.

The ULDB 70s only had five starters in this race — down from 12 sleds just two years ago. (Is there a message here?) And the close racing that used to typify the previous sled offshore events was also lacking. Joe Case's SC 70 *Mongoose* dominated this class, beating the next boat by seven hours and 47 minutes.

*Mongoose* led almost wire to wire. By the third day they had a 24-mile cushion that just kept growing. "We really were in phase with the shifts," Case explained. "On the second night out we crossed in front of both *Pyewacket* and *Cheval*." Impressively, *Mongoose* finished the race less than three hours behind *Cheval*.

*Mongoose* sailed with only eight people aboard, three of whom — Bill Menninger, Jeff Thorpe and Pete Heck — are sailmakers.





ALL PHOTOS TOM LEWECK

Glenn Isaacson and 'Re-Quest' won this race a decade ago, in the breezy '85 record-setter. "This place has changed a bit since then," he noted.

Rob Wallace was the boat's navigator.

For Case, this victory was doubly sweet, because it gave him enough points to also claim the 1995 ULDB 70 offshore championship. Doug Mongeon's N/M 68 *Swiftsure* was leading going into this race, but their disappointing fourth place left them seven points short in the sled association's bonus scoring system. Prior to the Cabo Race, *Holua* was running second in the offshore series, but owner Richard Blatt elected not to enter the finale. Earlier, *Holua* won the sled's 1995 buoy racing championship.

Second place in the ULDB 70 class went to *Taxi Dancer*, sailed by new owners Don Hughes and Bob 'RP' Richards from Santa Barbara. Curiously, the official LBYC race program listed this Reichel/Pugh 70 as a Santa Cruz 68 — sailing in the multihull class! This was just one of a plethora of embarrassing program mistakes that had participants shaking their heads.

*Taxi* stayed too close to the beach the first night out and at roll call the next morning they learned all the other sleds were in front of them. Strategists Craig Fletcher and Neil Baker made a quick right turn, went farther out to sea, and worked their way into second place before *Taxi* got to Turtle Bay.

Three weeks before the Cabo Race, *Taxi Dancer* broke its rig sailing in Los Angeles YC's Watts Series. Hughes and Richards had the rig spliced back together just in time for the Cabo start. If the ULDB 70 Association lifts its present ban, *Taxi Dancer* will sport a new carbon rig next season to complement a new keel and modified sail plan that are already scheduled.

The biggest division in the Cabo Race was

PHRF with 11 boats split into two classes. Kirk and Jocelyn Wilson's heavily campaigned SC 50 *Bay Wolf* dominated the A class, beating Peter Moss's second place Swan 46 *Kookaburra* by seven hours and 42 minutes. LBYC switched *Kookaburra* from Class B to Class A just hours before the start — electing to divide the classes numerically rather than allow boats with similar ratings to race against each other in the same class. If *Kookaburra* had remained in PHRF B, it would have won that class by nearly three hours.

Walt Logan's Mumm 36 *Blue Chip* led *Kookaburra* all the way down the Baja Peninsula but could never open up enough distance to correct out over the much heavier Swan. *Blue Chip* finished the race at 0940 hours on Thursday morning and then waited anxiously for four hours to see if they would save their time on *Kookaburra*. Although it took the Swan 5½ hours to sail the final 20 miles of the course, weaving its way through the Baja Ha-Ha fleet, Moss and his crew corrected out on *Blue Chip* by a slim 10-minute margin.

Glenn Isaacson's Express 37 *Re-Quest* scored a substantial win in PHRF B, beating her sistership *One Eyed Jack* by nearly nine hours. This is Isaacson's second Cabo win in *Re-Quest*, having also won the 1985 race. Glenn's crew consisted of designer Carl Schumacher, sailmaker Kame Richards, Liz Baylis, Joe Runyan and Carl Frieberg. Meanwhile, Kame's wife Sally sailed with Steve Nurse on *One Eyed Jack*. Nurse also had, "a few chaps from England aboard" in what he described as a "semi-international crew."

The smallest boat in the race was B-32 *Again* skippered by Jeff Silver. This hot 32-foot Leif Bailey design showed bursts of impressive speed, and was absolutely amazing in the first few hours of the race — planing past the Mumm 36 in 20 knots of breeze. Too frequently, however, the B-32 was a misguided missile. "We wanted to be the outside boat, but stay near everyone else," explained sailmaker Walter Johnson. "Unfortunately, we overdid it. We got to within 15 miles of Guadalupe Island, and lost touch with the fleet."

Sailing with just five people aboard, the crew only had two hours off watch for each three hours on. And because there was only one bunk down below on the high side, one member of the off watch frequently slept on the rail.

"Fatigue set in, which probably affected our performance. . . and our judgment," Johnson acknowledged. Silver, who admits to being '40ish', conceded that he is prob-

ably getting a bit old for this sort of program. "If I learned anything from this trip, it's that you shouldn't go offshore on boats shorter than your age."

— tom leweck

**Readers** — Leweck, who is 64 years young, violated the above-mentioned adage by sailing aboard the Swan 46 *Kookaburra* as navigator. This was his 48th Mexican race, not counting *Ensenada Races* or *MEXORCs* — a truly remarkable record! He plans to add at least two more races to that total before retiring, leaving only Pete Heck (with 30-some races) within striking distance.

Leweck was recently honored as the Association of Santa Monica Bay Yacht Clubs' 1995 Yachtsman of the Year.

**MAXI** — 1) *Cheval*, Andrews 70+, Hal Ward; 2) *Pyewacket*, SC 70+, Roy E. Disney; 3) *Lola Bombon*, Farr 52, Antonio Elias; DNF — *Exile*, *Trader*.

**ULDB 70** — 1) *Mongoose*, SC 70, Joe Case; 2) *Taxi Dancer*, R/P 70, Hughes/Richards; 3) *Cheetah*, Peterson 69, Pennington/Baker; 4) *Swiftsure*, N/M 68, Doug Mongeon; 5) *Grand Illusion*, SC 70, Ed McDowell. (5 boats)

**PHRF A** — 1) *Bay Wolf*, SC 50, Kirk & Jocelyn Wilson; 2) *Kookaburra*, Swan 46, Peter Moss; 3) *Blue Chip*, Mumm 36, Walt Logan; 4) *Merrythought*, Frers 62, Brad Avery; 5) *Plan B*, Choate 48, David Johnson; 6) *Predator*, Holland 43, Ron Elsasser.

**PHRF B** — 1) *Re-Quest*, Express 37, Glenn Isaacson; 2) *One Eyed Jack*, Steve Nurse; 3) *The Mars Hotel*, Beneteau 38, Adrian Young; 4) *Cha Cha Cha*, C&C 40, Larry Walter; 5) *B-32 Again*, B-32, Jeff Silver.

**MULTIHULL** — 1) *Lakota*, 60-ft tri, Steve Fossett; 2) *Double Bullet*, 75-foot cat, Bob Hanei; DNF — *F-King A*.

**CRUISING** — 1) *Sailslady*, Jeanneau 44, Byron Henderson; 2) *Stargazer*, CSY 44, Don Stoughton; 3) *Faith*, Islander 36, James Burbridge.

### Great Pumpkin Regatta

Richmond YC's Great Pumpkin Regatta served up good racing and good times for nearly 140 boats on Halloween weekend, October 28-29. Utilizing three separate race courses and three minute starting sequences, 18 one design classes got in three quick races in windy (up to 20 knots) conditions on Saturday.

Capping a dreadful year for Merit 25s (at least three dismastings, one death and who knows what else), a pair of these boats slammed into each other before the start of the second race. The loser of the encounter, the aptly-named *Out of Control*, sank to the bottom in just four minutes. The knock-out blow was delivered to their port bow section by *Lost in Space*, which was on starboard but obviously not keeping an eagle eye for-



# THE RACING SHEET

ward. *Out of Control's* three man crew was immediately rescued by an alert RYC crash boat; *'Control* — which came to rest in 15 feet of water — was salvaged the next afternoon.

After the obligatory Saturday night theme party — this year an absurd but highly entertaining tribute to duct tape — 103 boats sailed in Sunday's free-for-all Around Angel Island pursuit race. Non-one design boats were also allowed to sail in the moderate air circumnavigation, which ended up the channel in front of the yacht club. First home, literally breaking the finish line tape (made out of, what else, duct tape), was Dave and Jackie Liggett's beautiful new CM 1200 *Jack Rabbit*.

EXPRESS 37 — 1) **Bliss**, Mark Adams, 4.75 points. (3 boats)

J/35 — 1) **Major Damage**, Chris Perkins/Dave Wilson, 2.25 points; 2) **Jarlen**, Bob Bloom, 6. (4 boats)

SANTANA 35 — 1) **Breakout**, Les Raos, 3.5 points; 2) **Wild Flower**, Art Mowry, 5.75; 3) **Swell Dancer**, Jim Graham, 8. (8 boats)

WYLIE 34 — 1) **Echo**, Michael Sheats/Hillair Bell, 3.5 points; 2) **Scoop**, Michael Clark, 4.75. (4 boats)

99 RATERS — 1) **Expeditious**, Express 34, Bartz Schneider, 2.25 points. (3 boats)

OLSON 30 — 1) **Family Hour**, Bilafer Family, 2.25 points; 2) **Run Wild**, Albert Holt, 9. (5 boats)

HAWKFARM — 1) **Notorious**, Will Paxton, 6.5 points; 2) **El Gavilan**, Jocelyn Nash, 13; 3) **Predator**, Vaughn Siefers/Jim Wheeler, 13.5. (7 boats)

EXPRESS 27 — 1) **Bessie Jay**, Brad Whitaker, 15.75 points; 2) **Baffet**, Tom Baffico/Forest Baskett, 15.75; 3) **New Moon**, John Franklin/Carl Schumacher, 19; 4) **Abigail Morgan**, Ron Kell, 21.75; 5) **Friday**, John Liebenberg, 23. (20 boats)

CAL 2-27 — 1) **Temptation**, Rollye Wiskerson, 5.5 points; 2) **Con Carino**, Gary Albright, 8.75. (4 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon, 9 points; 2) **Twilight Zone**, Paul Kamen, 11.25; 3) **Doctor Who**, John Drewery, 14. (7 boats)

OLSON 25 — 1) **Barking Dog**, Jeffrey Kroeber, 4.25 points; 2) **Honey's Money**, Jay Aiken, 11.75. (4 boats)

MOORE 24 — 1) **Mercedes**, Joel Verutti, 5.5 points; 2) **Freeflight**, Pat Mitchell, 10.75; 3) **Hot Rod Lincoln**, Charles Witcher, 13.75. (10 boats)

MELGES 24 — 1) **#282**, Darin Buchalter/Seadon Wijzen, 5.5 points; 2) **Casey Jones**, Don Jesberg, 7.5; 3) **Batteries Not Included**, Tony Pohl, 13. (10 boats)

J/80 — 1) **Repo Man**, Tony Simi, 3 points; 2) **Frolic**, Dick Callahan, 9. (4 boats)

WABBIT — 1) **Kwazy**, Colin Moore, 4.25 points; 2) **Tulawemia**, Mark Harpainter, 10.75; 3) **Hare Ball**, Jim Malloy, 11. (8 boats)

J/24 — 1) **Small Flying Patlo Furniture**, Tom & Melissa Purdy, 4.25 points; 2) **Wonder Woman**,

Tom Kennelly/Paul Dines, 6.75; 3) **Rail to Rail**, Thom Henneberger, 16. (9 boats)

SANTANA 22 — 1) **Soliton**, Mark Lowry, 7.5 points; 2) **White Lightning**, Bill Charron, 11; 3) **Shazam!**, Bud Sandkulla, 11.75. (13 boats)

CAL 20 — 1) **Ice**, Bren Meyer, 5.5 points; 2) **Sea Saw**, David Green/Steve Wanner, 6.5; 3) **Samsara**, Colin Gilboy, 15. (10 boats)

PURSUIT RACE (Sunday, Oct. 29) — 1) **Jack Rabbit**, CM 1200, Dave & Jackie Liggett; 2) **Alliance**, Cal 2-27, Whit Conley/Mark Foster; 3) **Miramar**, Frers 41, Robbins Family; 4) **Bliss**, Express 37, Mark Adams; 5) **Con Carino**; 6) **Predator**; 7) **#99**, Santana 22, Jim Samuels; 8) **Temptation**; 9) **Spindrift V**, Express 37, The Wrights; 10) **Carlos**, Santana 22, R.B. Ward. (103 boats)

## Berkeley Midwinters

The first of four weekends in the Berkeley YC/Metropolitan YC midwinters went off without a hitch on November 11-12. Saturday's racing attracted the largest fleet of any midwinter series this year (a whopping 124 boats!), while Sunday's less intense series pulled in a respectable 57 starters. Conditions were ideal for a few laps around the Berkeley Circle — light air, flat water, sun and, best of all, no parking lots.

"Probably the most noteworthy thing about this year's series is that we're posting the results on the internet," claimed longtime race chair Bobbi Tosse. "Our online address is <http://www.well.com/user/pk/byc.html>." Being basically computer-illiterate, we don't have a clue what all that means — but the BYC cyber-spacers all seemed very excited about this development.

What we can understand, however, was the huge 28-boat turnout of Express 27s on Saturday, which made for some fantastic racing. Mike DeVries and his new-to-him *Mad House* (ex-Mr. *Bad Example*) took the gun with 12 seconds to spare over *Flying Circus*. Also putting on a good show were the resurgent Olson 30s, who fielded 13 boats on Saturday and 9 on Sunday.

## SATURDAY, NOVEMBER 11:

DIV. A (0-126) — 1) **Absolute** 88, Wylie 37, Keith MacBeth; 2) **Advantage II**, J/29, Pat Benedict; 3) **Tsirls**, Olson 29, Dan Nitake. (9 boats)

DIV. B (129-168) — 1) **Ono**, B-25, C. Doubek/F. Voss; 2) **Uno**, WylieCat 30, Dave Wahle; 3) **Takeoff**, Laser 28, Greg & Ron Byrne; 4) **El Gavilan**, Hawkfarm, Nick Nash; 5) **Barking Dog**, Olson 25, Jeffrey Kroeber. (15 boats)

DIV. C (171-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Sukey II**, Kiwi 24, Thomas Gardner; 3) **White Satin**, Catalina 27, Steve Rienhart. (7 boats)

DIV. D (207-up) — 1) **Slippery When Wet**, SJ 24,



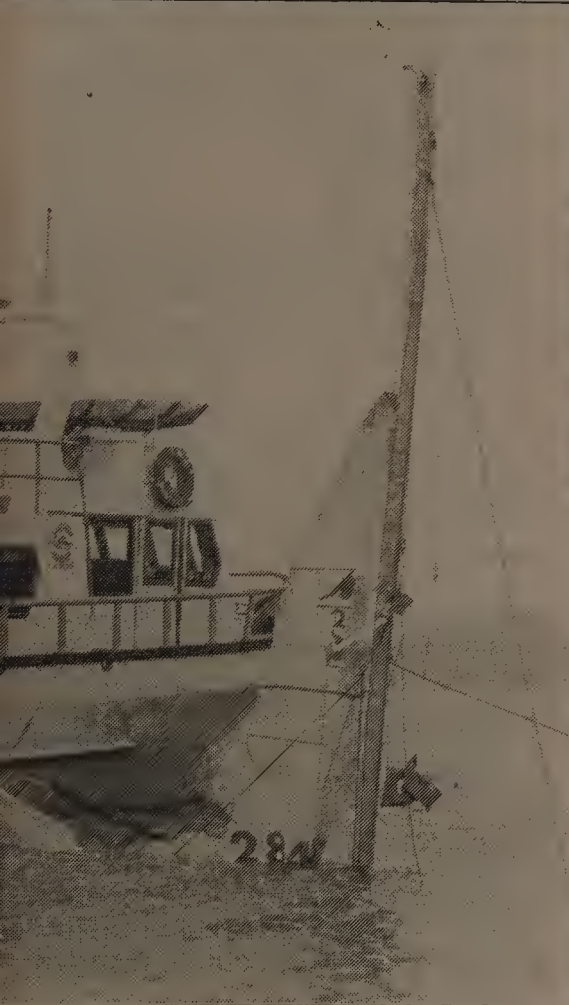
Eric Wilbur; 2) **Seebar**, Electra, Dennis Brewer; 3) **Jubilee**, Ariel, Don Morrison; 4) **Madman X H20**, Tuna 20, Steve Katzman; 5) **Chaos**, Ranger 23, Tim Stapleton. (13 boats)

OLSON 30 — 1) **Saint Anne**, Dick Heckman; 2) **Run Wild**, Albert Holt; 3) **Hoot**, Andy Macfie; 4) **Jack's Back**, Jack Easterday; 5) **Zephyros**, Cal Maritime Academy. (13 boats)

MELGES 24 — 1) **#28**, John Oldham; 2) **Bones**, Mike Moore; 3) **Surfeit**, A. Dimick/H. Olson. (7 boats)

EXPRESS 27 — 1) **Mad House**, Mike DeVries; 2) **Flying Circus**, G. Ryley/D. Hodges; 3) **Peaches**, J. Rivlin/G. Baldwin; 4) **New Moon**, C. Schumacher/J. Franklin; 5) **Frog In French**, Colin Moore; 6) **Desperado**, Mike Bruzzzone; 7) **#31774**, Stan Clark; 8) **Jalapeno**, John Stewart; 9) **Friday**, John Lieben-





**Scenes from the 'Pumpkin Patch': Can you find the hidden Merit 25 in this photo collage?**  
**Photos: 'Latitude', Patrick Short and Jim Malloy.**

berg; 10) **Archimedes**, Dick Swanson. (28 boats)

MOORE 24 — 1) **Hot Rod Lincoln**, Charles Witcher; 2) **Hurricane**, Adam Sadeg; 3) **Taz**, Erich Bauer. (7 boats)

J/24 — 1) **Pobody's Nerfect**, Chris Moeller; 2) **Grinder**, Jeff Littfin; 3) **Electra**, A. Tuthill/N. Gibbs; 4) **Da Treader**, R.W. Bailey. (12 boats)

MERIT 25 — 1) **Twilight Zone**, Paul Kamen; 2) **Chesapeake**, Jim Fair; 3) **Bewitched**, Loraine Salmon. (6 boats)

NEWPORT 30 — 1) **Zarpa**, George Gurrola; 2) **Mariner**, Bruce Darby; 3) **Topgallant**, Frank Hinman. (7 boats)

#### SUNDAY, NOVEMBER 12:

DIV. I (0-141) — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 2) **Family Hour**, Olson 30, Bilafer Family; 3) **Ono**, B-25, C. Doubek/F. Voss. (10 boats)

DIV. II (144-168) — 1) **No Big Thing**, Wavelength 24, Charles Hess; 2) **El Gavilan**, Hawkfarm, Nick Nash; 3) **Chesapeake**, Merit 25, Jim Fair. (10 boats)

DIV. III (171-204) — 1) **Hot Shot**, Hotfoot 20, Jack Tatum; 2) **White Satin**, Catalina 27, Steve Rienhart; 3) **Temptation**, Cal 2-27, Rollye Wiskerson. (9 boats)

DIV. IV (207-up) — 1) **Blue Meanie**, Tuna 20, Nick Rau; 2) **Madman X H20**, Tuna 20, Steve Katzman. (4 boats)

SPORT — 1) **Windfall Prophet**, Ultimate 20, Bryce Griffith. (3 boats)

OLSON 30 — 1) **Jack's Back**, Jack Easterday; 2) **Zephyros**, Cal Maritime Academy; 3) **Hoot**, Andy Macfie. (9 boats)

EXPRESS 27 — 1) **Frog in French**, Aimee Hess; 2) **Friday**, John Liebenberg; 3) **New Moon**, Carl Schumacher/John Franklin. (7 boats)

OLSON 25 — 1) **Pulp Fiction**, Carl Nunes; 2) **Vivace**, Bill Riess; 3) **Barking Dog**, Jeffrey Kroeber. (7 boats)

WABBIT — 1) **Wind Blown Hare**, Steve Bates; 2) **Kwazy**, Colin Moore. (5 boats)

#### **Santa Cruz YC Midwinters**

Shepp Kett's SC 50 *Octavia* opened the Santa Cruz YC Midwinters with a pair of bullets on November 18. In extremely foggy conditions, compounded by light air and a



# THE RACING

significant groundswell, *Octavia* got out ahead and then simply 'big-dogged' the 21-boat fleet. "Having a GPS and knowing where the marks were was also a big part of it," reported crewmember Mike Evans.

SCYC Commodore John Siegal and crew Steve Seigrist sailed their Hawkfarm *Nighthawk* to a 1,3 record to top the newly established doublehanded division. The 10-race series resumes on December 16.

**CREWED** — 1) *Octavia*, SC 50, Shepp Kett, 1.5 points; 2) (tie) *Special Edition*, Sultan/Hodges, and *Animal House*, Olson 30, Lezin/Akrop, 5; 4) (tie) *Jersey Girl*, SC 27, Greg Miller, and *Great Pumpkin*, Moore 24, Jim Maloney, and *Hanalei Express*, SC 27, Schuyler/Sturgeon, 14; 7) (tie) *Snafu U*, Moore 24, Mark Berryman, and *Capital Affair*, Olson 30, Bill Host, 16; 9) *Flying Squirrel*, SC 33, Jack Gordon, 17; 10) *Summertime*, Proto-Moore, Dennis Bassano, 19. (21 boats)

**DOUBLEHANDED** — 1) *Nighthawk*, Hawkfarm, John Siegal, 3.75 points; 2) *Sumo*, SC 27, Jim Livingston, 4.75. (5 boats)

## Box Scores

Rust never sleeps, nor does Bay Area sailboat racing. The hectic regatta schedule slows down a little in the coming months, but there's still more than enough 'summer leftovers' to serve up yet another column of *Race Sheet Lite*:

### FALL DINGHY (StFYC; October 28-29):

**EUROPE DINGHY** — 1) Hannah Swett, 5 points; 2) Marcia Pellican-Ross, 21; 3) Jane Kirk, 21.75; 4) Paula Lewin, 22.75; 5) Courtenay Becker-Dey, 23. (16 boats)

**FINN** — 1) Brian Ledbetter, 8.75 points; 2) Russ Silvestri, 10.5; 3) Kim Zetterberg, 23; 4) Lawrence Lemieux, 24; 5) John Gochberg, 27. (14 boats)

**LASER** — 1) Matt McQueen, 8.75 points; 2) Martin Hartmanis, 13.5; 3) Paul Zambriski, 13.75; 4) Madhaven Thirumalai, 19; 5) Tom Dobroth, 22. (22 boats)

**505** — 1) Pete Melvin/Mike Martin, 7.5 points; 2) Bruce Edwards/Jonathan Livingston, 10.75; 3) Jeff Miller/Bruce Heckman, 16; 4) Jim Wondolleck/Jay Kuncel, 22.75; 5) Howard Hamlin/Glenn Styron, 29. (12 boats)

**SNIPER** — 1) Shawn Bennett/Debbie Hall, 9.75 points; 2) Standish & Anne O'Grady, 11.5; 3) Doug Howson/Brooks Magruder, 12.75; 4) David & Susan Odell, 14.5; 5) John & Vicki Gilmour, 22. (10 boats)

**LASER II** — 1) Katherine & Marin Kuzina, 5 points; 2) Megan Kelly-Sweeny/Chad Freitas, 9.5 points; 3) Arianne Rettinger/Whitney Gilmour, 3. (5 boats)

(6 races; 1 throw-out)

### RED ROCK REGATTA (TibYC; October 28):

**DIV. I (0-149)** — 1) *Moonshine*, Dogpatch 26, Bill Erkels; 2) *China Cloud*, J/40, Leigh Brite; 3) *Blitzkrieg*, 11:Metre, Dennis Rowedder; 4) *Moonshadow*, Wylie 31, Stan Behrens; 5) *Alert*, Wylie 36,

Mike Lingsch. (22 boats)

**DIV. II (150-up)** — 1) *Don Wan*, Santana 28, Don Kunstler; 2) *Animal Farm*, Wylie 28, Hans & Susie Bigall; 3) *Legacy*, Ranger 29, Bill Hoeller; 4) *Breezin'*, Cal 2-27, Gerry Fuels; 5) *Hurricane Gulch*, C&C 33, Richard & Lauren Selmeier. (11 boats)

**DIV. III (non-spinnaker)** — 1) *Sabra*, WylieCat 39, Michael Katz; 2) *Giggleswick*, Beneteau 38, Brian Hall; 3) *Santa Maria*, Santana 22, Chris Giouacchini; 4) *Shenanigan*, Islander 36, Mike Fitz-Gerald; 5) *Roller Coaster*, J/30, Mike Hauser. (15 boats)

**DIV. IV (shorthanded)** — 1) *Peregrine*, Yankee 30, Mike Hockin; 2) *Wild Child*, Hunter 35, Paul & Janis Tanner. (5 boats)

### SOUTH BAY YRA SUMMER '95 RESULTS:

**DIV. I (big spinnaker)** — 1) *Sundancer*, Hunter 34, Bob Carlen, 9.75 points; 2) *Pizote*, Santana 30-GP, Kevin Knick, 11.5; 3) *Fat Bob*, Catalina 38, Bob Lugliani, 15. (11 boats)

**DIV. II (big non-spinnaker)** — 1) *Jet Lag*, Catalina 34, John Sandstrom, 8.75 points; 2) *Dolphin*, Cal 2-30, Robert Young, 13.75. (5 boats)

**DIV. III (little spinnaker)** — 1) *Hard Tack*, J/24, Charles Allen, 3.75 points; 2) *Zodiac*, K-38, Frank Ballintine, 12; 3) *Tight Squeeze*, C&C 29, Wayne Yacoots, 15. (9 boats)

**DIV. IV (little non-spinnaker)** — 1) *Leeward*, Catalina 30, Jim Balestra, 10.75 points; 2) *Chiquita*,

*Politically incorrect photo of the month: Hans 'Bubba' Biggall, race chairman of this year's good-time Red Rock Regatta.*



Catalina 27, Hank Schade, 12; 3) *Isla*, Islander 27, Kevin Bailey, 12.75. (7 boats)

(7 races; 2 throwouts)

### FALL ONE DESIGN RESULTS (Santa Cruz YC):

**SC 27** — 1) *Hanalei Express*, Rob Schuyler/Roger Sturgeon, 15 points; 2) *Good Timin'*, Gary Evans, 17.5; 3) *Clao*, Andy Carson, 26.75; 4) *Jersey Girl*, Greg Miller, 33.5; 5) *Velocious*, Carl Quitzau, 46. (13 boats)

**MOORE 24** — 1) *Adios*, Scott Walecka, 7.25 points; 2) *Fatuity*, Dave Hodges, 18.5; 3) *Nobody's Girl*, Syd Moore, 37; 4) *Bruzer*, Gary Tracey, 50; 5) *Great Pumpkin*, Jim Maloney, 57. (16 boats)

**SANTANA 22** — 1) *Insanly Cruz*, Mark Langer, 13 points; 2) *US*, Jim Samuels, 19.5; 3) *Gypsy*, Fred Molnar, 31. (6 boats)

(9 races; 1 throw-out)

### CHAMP OF CHAMPIONS (Santa Cruz YC; Nov. 4):

1) *Summertime*, Proto Moore 24, Dennis Bassano/Alan Wirtanen; 2) *Tslris*, Olson 29, Dan Nitake; 3) *Prince Charming*, Spruit 30, Terry Drew; 4) *Red Hawk*, SC 40, Lou Pambianco; 5) *Adios*, Moore 24, Scott Walecka/Ian Klitzka; 6) *Jersey Girl*, SC 27, Greg Miller; 7) *Gall's Warning*, Cal 22, Paul Nichols; 8) *Hanalei Express*, SC 27, Rob Schuyler/Roger Sturgeon; 9) *Pau Hana*, J/24, Cliff McNamara; 10) *Insanly Cruz*, Santana 22, Mark Langer; 11) *Maybe*, Santana 22, Ernie Rideout. (11 boats)

### 1995 MOORE 24 ROADMASTER SERIES:

1) *Fatuity*, Dave Hodges, 72 points; 2) *Kangaroo Court*, Peter Carrick, 63; 3) *Mercedes*, Joel Verutti, 59; 4) *Adios*, Scott Walecka, 53; 5) *Wet Spot*, Mike O'Callaghan, 49; 6) *War Stories*, Royce Fletcher, 41; 7) *Nobody's Girl*, Syd Moore, 41; 8) *Great Pumpkin*, Jim Maloney, 41; 9) *Mooregasm*, Hank Niles, 41; 10) *Hot Rod Lincoln*, Charles Witcher, 39. (36 boats)

(High point scoring based on 8 regattas: Three Bridge Fiasco, Leukemia Cup, Doublehanded Farallones, PCCs, Ditch Run, Nationals, Santa Cruz Weekend, Great Pumpkin)

### 1995 ULDB 70 OFFSHORE CHAMPIONSHIP:

1) *Mongoose*, SC 70, Joe Case, 62 points; 2) *Swiftsure*, N/M 68, Doug Mongeon, 57; 3) *Grand Illusion*, SC 70, Ed & James McDowell, 53; 4) *Holua*, SC 70, Richard Blatt, 52; 5) *Mirage*, SC 70, Jim Ryley, 33; 6) *Evolution*, SC 70, Brack Duker, 28; 7) *Taxi Dancer*, R/P 70, Hughes/Richards, 25; 8) *Orient Express*, SC 70, Peter Tong, 24; 9) *Alchemy*, Andrews 70, Dick Compton, 22; 10) *Cheetah*, Peterson 66, Baker/Pennington, 18. (14 boats)

(6 races; 2 throwouts)

### ETCHELLS FLEET 12 SEASON CHAMPIONSHIP:

1) Bill Barton, 29 points; 2) Hank Easom, 31; 3) H. Fischer/D. Morss, 66.75; 4) Kers Clausen, 116.5; 5) John Sutak, 117; 6) Tom Oller, 118.5; 7) Bob Park, 123; 8) Jeff Wayne, 135; 9) Jeff Hager, 170; 10)



## '96 West Marine Pacific Cup Entries, Part II\*

<u>Yacht</u>	<u>Type</u>	<u>Owner</u>	<u>Homeport</u>
<i>Lost in Space**</i>	Merit 25	Frances Ross	Berkeley
<i>Water-Pik</i>	Newport 30	Robert Nance	Sacramento
<i>Lobo**</i>	J/33	Julio Magri	Los Gatos
<i>Macushla</i>	Bristol 35.5	Brian Leary	Berkeley
<i>Namaste**</i>	Triton 36	Larry Sperry	Beaverton
<i>Jack Rabbit</i>	N/M 39	David Liggett	Saratoga
<i>(No Name)</i>	Schumacher 39	Colin Case	San Francisco
<i>Gypsy Warrior</i>	Freya 39	Rick Gio	Sebastopol
<i>Illusion**</i>	Cal 40	Sally Lindsay	Palo Alto
<i>Bodacious</i>	Farr 40	John Clauser	Walnut Creek
<i>ProMotion</i>	SC 40	Dave Johnson	Watsonville
<i>Miramar</i>	Frers 41	Dennis & Suzanne Robbins	Sausalito
<i>Magic Carpet</i>	Smith 42	Mark McPherson	Beaverton
<i>(No Name)</i>	J/130	Robert Shaw	Tiburon
<i>Frankie L**</i>	Stamas 44	Loren Tomlinson	Seattle
<i>Altura</i>	Seafarer 45	Paul Roesler	San Francisco
<i>Tranquilo</i>	Jeanneau 45	Harvey Rifkin	San Francisco
<i>Octavia</i>	SC 50	Shepard Kett	Watsonville
<i>Dolphin Dance</i>	SC 50	Dave Sallows	Santa Clara
<i>Oaxaca</i>	SC 50	Patti & Dick Cranor	Hayward
<i>Yukon Jack</i>	SC 50	Larry Hoffman	Concord
<i>Seeker</i>	Tatoosh 50	Norio Sugano	Portola Valley
<i>Volcano</i>	Frers 64	Kim Miller	Newport Beach
<i>Rage</i>	Wylie 70	Steve Rander	Portland

\* See last month for first 37 entries

\*\* Doublehanded

Jason Fain, 171. (21 boats)  
(9 regattas)

## Race Notes

Melges mania: The Bay Area will be well represented at the **Melges 24 Nationals** in Fort Lauderdale on December 8-10. Taking the long road trip are Don Jesberg (*Casey Jones*), Robert Harf (*The Far Side*), Seadon Wijsen/Darin Buchalter (#282), David Wadbrook (*Double Pucker*), Paul Stroup/Bill Fortenberry (*Calculated Risk*) and Greg Dorland (demo boat). Presumably all these boats will stick around for Key West Race Week (January 14-19), which last year hosted a huge fleet of 64 Melgi.

Sale boats of the month: Longtime Cal 29 sailor **Phil Gardner** (20/20), just bought the J/105 *Chimo* from Chuck Winton. . . Bob Garvie's CM 1200 *Bullseye* is 'in play' — Garvie's new boat, a Mumm 30, arrives in mid-December. Barry Carroll has built 10 of these boats now, has orders for at least 30 more, and is presently cranking out one a week! . . . Chris Doubek and Fred Voss (former owner of the Express 34 *Sea Peptide*) took bullets in the Berkeley and Encinal midwinters with their B-25 *Ono*, which was designer Leif Bailey's personal boat. They bought the boat after last May's Los Angeles NOOD regatta, but until recently haven't sailed it outside the Estuary.

Hawaiian eye: Next summer's **West Marine Pacific Cup** is now sold out (see box for latest round of entries), but race organizers are still accepting applications on a waiting list. Currently 60 boats, including 14 doublehanders, have signed up for the 50 spots in the race, which we suspect will be

somehow stretched to 55 or more. Usually about 15-20% of the entries fall off the list for various reasons anyway, so it's still possible to sail in the race — but hurry! Call Mary Lovely at (415) 441-4461 to get your boat on the entry list; call Pat Lowther at (415) 564-6791 to get your name on the crew list.

Meanwhile, the **Kenwood Cup** has suffered a minor setback, as the '96 ILC 40 Worlds were recently rescheduled to Athens, Greece. "We couldn't guarantee the requisite 10 boats from the Pacific Rim," explained race director Ken Morrison. "But we still have an exciting fleet coming to the Kenwood Cup, including the ILC maxis, the Mumm 36s, and according to John Bertrand, six new R/P One Design 48s." Among the maxis, the latest addition is **Falcon 2000**, a new N/M design being built for Oklahoma City businessman Don Smith and John Marshall's PACT 2000 America's Cup group. Bay Area boats currently headed for the K-Cup include *Jack Rabbit*, *Blue Chip*, the new *Swiftsure*, and Colin Case's new Schumacher 39.

Briefly noted: Jack Woodhull's *Persephone* won the **Cal 40 Nationals** again, which attracted seven of these 'original sleds' to Los Angeles YC on October 28-29. . . Local midget ocean racers (**MORA**), whose ranks were improbably spread among three of the five ocean fleets this summer, have announced their season winners: Don Martin's Olson 30 *WYSIWYG* in the light division, and Brian Boschma and Torben Bentsen's Hawkfarm *Roadhouse Blues* in the heavy division. . . John White (who earlier this summer won the MORC Internationals

with an old chopped-down Chance 33) and his Annapolis homeboys won the **'95 US Sailing Offshore Championship** (Lloyd Phoenix Trophy) over 10 other amateur teams in early November. Racing occurred out of the Naval Academy in Annapolis, using their 44-footers. Area G wasn't represented — next year, when the Phoenix Trophy returns to Long Beach (Catalina 37s), we won't have any excuses!

New boats: The first R/P **One Design 48**, Gene Mondry's *Leading Edge*, debuted in Annapolis in late October to favorable reviews. "On the whole it's a cool boat, supported by a flashy marketing campaign," reports our East Coast spy, Dobbs Davis. "But it's a little rough around the edges — TPI, the builder, needs to sort out some details still."

Hasso Plattner's new **Morning Glory**, a custom R/P 80 just finished by McConaghy Boats in Sydney, is now on a ship bound for Cape Town. The new boat, which is off-shore-oriented, will feature Southern Spars, Diamond/North sails, and a mainly European crew. She'll debut at Rothman's Race Week, then sail the Cape Town to Rio Race, eventually showing up at the Kenwood Cup and Big Boat Series. Sausalito electronic whiz **Eric Steinberg**, who flew Down Under to install the boat's instrument package, describes the new *Morning Glory* as "a nicer *Windquest*" and "not nearly as stripped out as *Sayonara*."

Cervesa circuit: San Diego YC's new **Mazatalan Race** (three or four staggered starts between Jan. 31-Feb. 3) expects "at least 30 boats," including a large contingent of performance cruisers and multihulls. However, the ULDB 70s have withdrawn from the race, apparently miffed that top billing will go to the turbo-sleds. "But we're working hard on getting them back," claimed race chair Ken Bertino, who also mentioned that Dennis Conner is considering taking his PHRF-retrofitted Formula 50 in the presumably light air downwind race. MEXORC, now held out of Puerto Vallarta, is scheduled to begin on February 18.

The envelopes please: Hawaii's **Cy Gillette** was awarded this year's Herreshoff Trophy, US Sailing's highest accolade, for his million years of tireless commitment to the noble sport of sailboat racing. . . US Sailing's 1995 USOC (U.S. Olympic Committee) Athletes of the Year went to the San Diego-based Star duo of skipper **Mark Reynolds** and crew Hal Haenel, and to Mistral sailor Jayne Fenner Benedict of Hood River, OR. . . **Cleveland YC** won the St. Petersburg YC Trophy, emblematic of superlative race management, for its



# THE RACING SHEET

handling of the 187-boat Thistle Nationals.

Collegiate update: The November 1st rankings put Tufts on top, followed by Navy and Berkeley. Other West Coast teams making the list are Stanford (10), USC (11) and Hawaii (15). The biggest West Coast collegiate regatta of the fall was hosted by Cal Poly and UCSB on November 11-12. Nineteen teams competed in FJs and Lasers, with the top five shaping up as follows: Stanford, Berkeley, USC, Hawaii and Irvine.

Money changes everything: Aussie **Peter Gilmour**, who will earn in excess of \$125,000 this year on the match racing circuit, once again heads up the Omega World Match Race rankings after winning three of his last four races: the Swedish Match Cup, ACI ronhill Cup, and the Brut Gold Cup of Bermuda. For being the top skipper at the end of the '95 season, Gilmour picked up a \$15,000 bonus.

Meanwhile, Capitola's **Morgan Larson** earned \$10,000 for making the biggest ascent up the ladder in the past year (unranked, he zoomed past more than 900 skippers to end up in 36th place!). Following Gilmour in the latest rankings (as of November 20) are: 2) Ed Baird (US); 3) Russell



*From dinghies, to multihulls like 'Aotea' to 'Erin', to his latest 27-foot sportboat — Jim Antrim, the 'Wizard of Sobrante', can do it all!*

Coutts (NZ); 4) Bertrand Pace (FR); 5) Roy Heiner (NED).

Speaking of prize money, the winner of the Sydney-Hobart Race on December 26 could win \$250,000 if they break Kialoa's 20-year-old record of 2 days, 14 hours, 36

minutes. Telstra MobileNet, a cellular phone company, is putting up the booty. Given the right conditions, any of four boats have a shot at it: *Sayonara*, *Fudge* (ex-Matador 2), the recently dismasted *Brindabella* and a Steinman 68 called *Amazon*. Smart money's on *Sayonara* — not that Larry Ellison needs any more money!

Briefly noted: *Team Headsail* (driver Morgan Larson, manager Adam McAfee, Tom and Melissa Purdy, Heather Johnson) will represent San Francisco in the inaugural **Sail City Challenge** in Miami from February 15-20. The race weapons will be all new Bob Ames-designed Cheetah 30s; competition will come from Ken Read (Newport, RI), Dave Ullman (Newport Beach), Detroit (Dawn Riley) and elsewhere. . . Similar in concept to the Cheetah 30 is **Jim Antrim's** latest creation, a 27-foot sportboat that Ultimate Sailing International (USI) will put into production next month. The 2,400-pound design will feature a retractable keel and an articulating bowsprit. Four Antrim 27s have already been sold; the first one should be sailing in May. Call USI at (408) 457-8000 for the full lowdown on the new boat.

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# CHANGES

With reports this month from **New Horizons** on the 'Californication' of Puerto Vallarta, the loss of **Shadow Dancer** in hurricane 'Marilyn', lessons from the deep learned aboard **Triumph**, a simply splendiferous summer in the San Juans on **Jazz**, surviving the earthquake in **Melaque**, a death-defying bus ride from Tijuana to San Carlos for the **Running Free** crew, running with the big dogs — really — on **Dutch Treat**, a maiden sail to Hawaii on **Lisa Marie**, and surviving an attack by killer bees aboard **Seq Otter** off Costa Rica. You'll also find the list of finishers in the **Baja Ha-Ha Cruisers' Rally** and the usual slew of **Cruise Notes**.

## New Horizons — Pearson 43 Les Galbreath Puerto Vallarta (Carson City)

For all of you folks heading south to Mexico this season, here's my tip: don't miss Puerto Vallarta. It's one neat town that I guarantee you'll enjoy. *New Horizons* came south in the first Baja Ha-Ha last year, and then sailed from Cabo to the mainland in late November. We arrived in Puerto Vallarta the Monday before Thanksgiving — and even had a great Thanksgiving turkey dinner ashore here in the marina.

You'll find just about everything that you could want in Puerto Vallarta. Supermarket shopping, for example, is a snap as there are six California class markets: Commercial Mexican (2), Rizo (2), Gigante (1) and Ley (1). With the peso exchange between 6.15 and 6.40, you'll have a lot of coins left in your cruising kitty at the end of the month — especially if you buy locally produced products.

Getting anywhere in Puerto Vallarta is

as it's common for street musicians — no matter if they play guitars, accordions or flutes — to board and begin playing. Some of them are very talented. After they play for several stops, they pass the hat, then get off and wait for the next bus.

Cab fare is reasonable, too. From Marina Vallarta to downtown — which is quite a distance — the fare is usually less than \$3. The fare is sometimes even less, but it's more when it rains. Always ask the cab driver the amount of fare *before* you get into the cab, as this will avoid misunderstandings and arguments.

Americans will almost always come out ahead if they change their dollars for pesos before purchasing products and services. The best rates I've found are at Banamex downtown using a Versatel card at one of their three ATM machines. This immediately debits your checking or savings account, but the rate is always better than you get at the *cambios* or from a bank teller.

Need something repaired? No problem. I had both a tape deck and a Hoover hand vacuum repaired efficiently and economically. Got a reefer problem? Call Duncan on *Scorpio*. For diesel problems, give Dave on *Time Chancer* a shout. Tom on *Mine Too* can handle electrical problems. Need an English speaking doctor, dentist or chiropractor? They're all here — and you have several to choose from. The best source of information for anyone new to Banderas Bay is the net on Channel 22 at 0830 every morning except Sunday.

If you're going to be here a while, why not take a bus to Guadalajara? It's a pleasant 5½-hour trip aboard a first-class (ETN Lines) Mercedes bus which features movies, soft drinks, snacks and a toilet. Round-trip is \$34. You can also fly to Guadalajara for about \$65 U.S. There are many flights each day.

Guadalajara is a beautiful, huge city. Don't miss the Ballet Folklorico at the opera house on Sunday mornings at 10:00 a.m. I didn't think I'd like it, as I don't care for ballet. But this is nothing like the ballet. In fact, it's worth a trip to Guadalajara just to see this one thing. As I recall, the best seats in the house were only about \$10.

After about 11 months in Puerto Vallarta, I'm planning to head south the third week of



October and spend a little time in Ixtapa, Z-town and Acapulco. Some of my Baja Ha-Ha crew will catch me in Acapulco, and we'll head south for Costa Rica and Panama. Next spring we'll do the Canal, the San Blas Islands, and up to Cartagena where *New Horizons* will spend the '96 hurricane season.

My ex-wife once advised me to 'take time to smell the roses' — and that's just what I've been doing here in Puerto Vallarta. It's wonderful!

— les 10/5/95

Les — You old dog you, we didn't figure you for being the 'culture' type and didn't know how well you'd take to Mexico. But we're happy for you. As for the rate of exchange, we don't imagine you're too upset that it's jumped by nearly two pesos to the dollar in just two months.

**The Loss Of Shadow Dancer  
Contented Turtle — N/A  
Linda & John Carlisle  
(Taylors, South Carolina)**

In late '92 or early '93, *Latitude* published

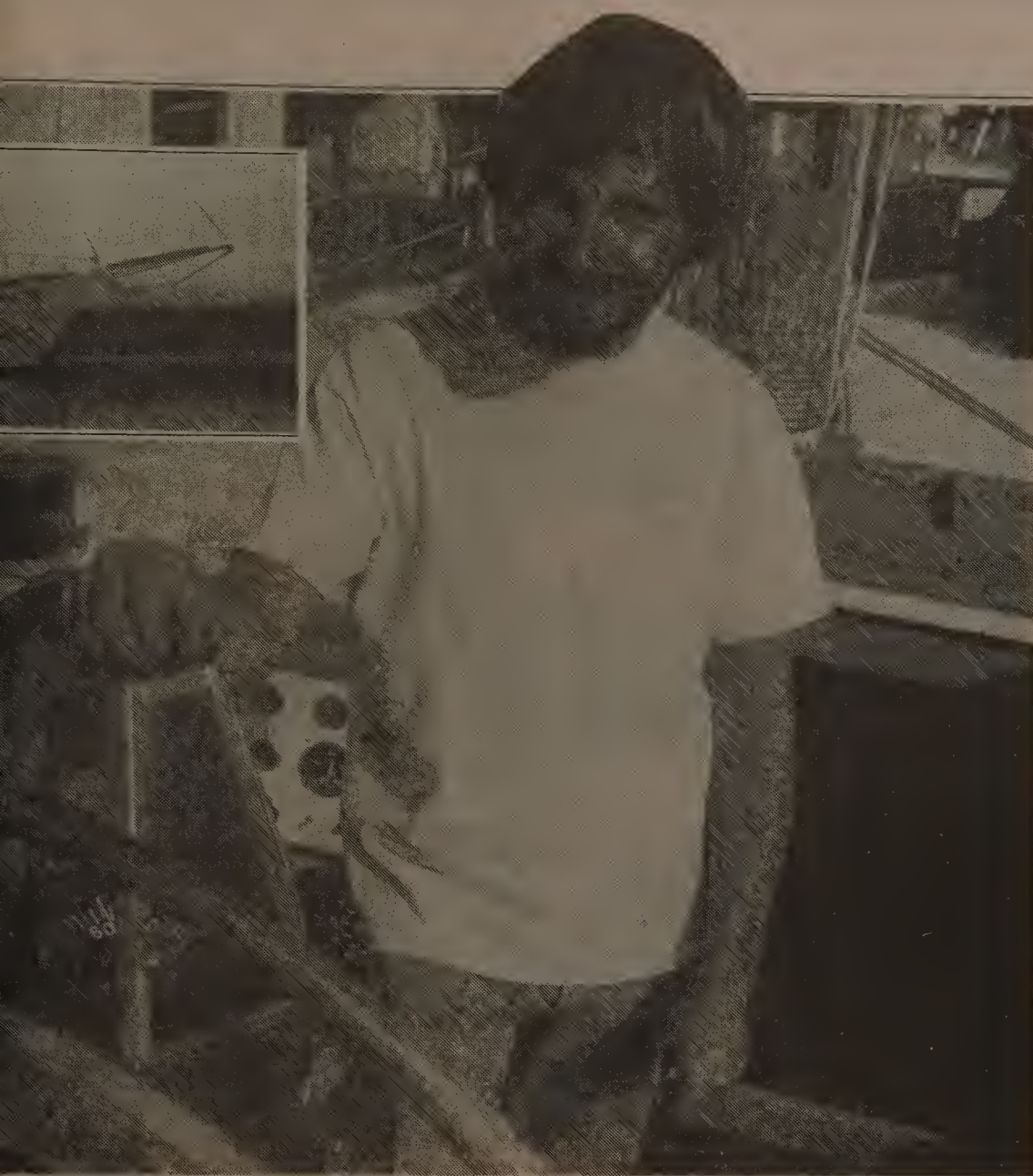


Puerto Vallarta — California culture and plenty of roses to smell.

also easy and inexpensive. Bus service is excellent, and for about 25 cents you can go just about anywhere. Bus travel is also fun,

LATITUDE/ROB





LATITUDE/JR, INSET, COURTESY ERICK BUREAU

**Erick Bureau aboard 'Shadow Dancer' in Alameda, circa '92. Sadly, Erick lost the 74-ft schooner (inset) and nearly his life in hurricane Marilyn.**

an article about the 74-foot ferro cement schooner *Shadow Dancer*. The boat had been built by Erick Bureau, and launched somewhere on San Francisco Bay. Unfortunately, she is no more.

While cruising the Sea of Cortez in '93, we had the opportunity to meet Erick and tour his boat. *Shadow Dancer* was marvelous! Her appointments included oil paintings and bronze statues adorning the beautiful salon. The bow contained a full machine shop, complete with a lathe, drill press, and welding equipment. The main cabin, located aft, had whale bone arches over the large double bed.

Subsequently, we buddy-boated with Erick and *Shadow Dancer* at different times in Mexico, Costa Rica, and Panama. We lost contact with Bureau when he took the boat through the Canal a few weeks before us. But in the summer of '94, we arrived at Key West and began working our way up the IntraCoastal Waterway. As we rounded a bend at Hilton Head, South Carolina, we

were surprised to see *Shadow Dancer* at anchor! Erick had secured a job at Skull Creek Marina.

During the winter of '94-'95, we spent several months at Marathon in the Florida Keys. We talked to Erick and found that he had accepted a job at St. Johns in the U.S. Virgin Islands. As most people know, this summer has been the most active Atlantic/Caribbean hurricane season in history. In fact, tropical storm *Opal* is passing through as I write this. The Caribbean was not spared, nor was *Shadow Dancer*.

Two major hurricanes, *Luis* and *Marilyn*, marched through the U.S. Virgins. Erick and *Shadow Dancer* were able to ride out *Luis* at sea, but she didn't make it through *Marilyn*, which stalled over the Virgins and caused terrible destruction. Erick tried to save his big schooner by taking her to sea again, but due to the ferociousness of the storm, he was unable to save her. *Shadow Dancer* struck a reef and went down. Erick had to swim two miles to safety, and was only barely able to save his life. When he returned to the reef after the hurricane had subsided, salvage was impossible as the boat had disintegrated.

While the gorgeous schooner is gone,

Erick and his resourcefulness live on. As such, we're certain he'll be sailing again soon.

— john 10/15/95

*John — We remember Erick and Shadow Dancer very well. As we recall, he'd been raised aboard a 90-foot ketch in the Caribbean, but had lived in the Bay Area for most of the '80s. He bought the hull of Shadow Dancer for \$2,000, and spent the next five years or so fitting her out.*

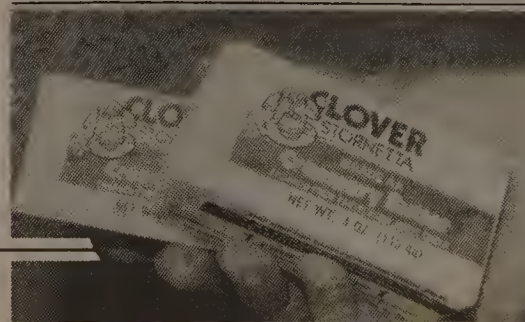
"Resourceful" is an accurate adjective to describe him. He rigged his boat with telephone poles for masts, used military surplus electric winches that cost \$120 each, and framed the interior with wood salvaged from pallets. He even made his own 12-volt fluorescent light bulbs. After the hull, his biggest single expense was launching the boat — which he did at the public boat ramp in Alviso. The only reason it cost so much was that it took so long. Using dumpster wheels to roll the cradle the boat was sitting on, he had two tow trucks use their winches to try to ease the boat into the water. Unfortunately, the small dumpster wheels weren't enough to distribute the weight, and they sunk into the asphalt. Because of this delay, they missed high tide, and *Shadow Dancer* was stranded on the ramp for three weeks.

*Shadow Dancer* was obviously a home-made boat, but Bureau had done a decent job finishing her out. And he was certainly resourceful rather than a wing-nut.

## **Lessons From The Deep Mary Beth Kavanaugh Hawaii To Anacortes (San Francisco)**

This fall I was lucky enough to make an ocean passage from Honolulu to Anacortes, Washington, aboard the *Brewer 47 Triumph*. The skipper was delivery captain Bill Carber, and the other crewmember was Smith Cooley. One of the reasons I loved the trip is

*Butter — dangerous as a projectile but a great aid to navigation. When it melts, you're far enough south.*





# CHANGES

because of the lessons I learned along the way:

— Standing out in a tropical rainstorm is a pleasure — especially when every star in the universe is glowing up ahead.

— Flush toilets are an even greater pleasure.

— There is no such thing as too many Zip-lok bags.

— Carrots do go bad.

— 'The Patch' can make you psychotic.

— Carber's 'You clog it, you clean it' rule is smart and effective. His other rules can get you through almost anything in life: 1) Stand your watch. 2) Don't throw up. 3) Running aground is just not acceptable.

— A phone call feels more exciting when you have to place it through the high seas operator.

— If, after five days at sea, I had to choose between great sex and a reliable autopilot, I'd lean toward the autopilot.

— Never bring cabbage onboard. Do I have to spell out the reasons?

— Getting one's 'sea legs' actually refers to the bruises accumulated on your legs while learning how to judge which way the boat is going to pitch, roll, yaw or leap next. The shower is a great place to practice this, what with the water temperature control handle and all.

— Butter is even worse for your health when airborne.

— When on a nightwatch in the North Pacific, my mom's banana bread is the best food in the world. Actually, it's the best food any time and any place.

— After 10 days at sea, I was ready to give up sex and drugs and rock 'n roll forever, all in exchange for a reliable autopilot. Besides, who needs drugs when there's sleep deprivation?

— Cooking dinner is never a bore when the stove is a moving target.

— Two heads are better than one.

— There's no escaping O.J. updates — not even a 1,000 miles from land.

— After 18 days at sea, I realized that autopilots are incontrovertible evidence of the existence of a Diving Being.

— Whoever invented thermal underwear deserves to sit at the right hand of God.

— The 'Strait of Juan de Fuca' is Spanish for 'Joe Buttafuoco slept here'.

The sea is a perfect place for self-discovery. And now that I know about my deepest, truest self, I am an eager and hardy adventurer — as long as my feet stay warm and there's plenty of Diet Pepsi.

— mary beth 10/27/95



## Jazz — Celestial 48 Ken & Jan Case North To Alaska (Walnut Creek)

We sailed under the Golden Gate on June 21 and turned . . . right. You're probably wondering if we'd lost a bet or something. We asked ourselves just that question as we pounded all the way up the coast until we entered the Strait of Juan de Fuca. Once inside the protection of the San Juan Islands, however, we were richly rewarded! We then spent a magical summer traveling up and down the Inside Passage to Alaska — something we highly recommend.

We passed the months tucked into tiny, pristine anchorages, and hiking in the magical rain forest. Yet we had plenty of sunshine and blue skies. We had no trouble catching more crab and salmon than we could possibly eat.

We met the most wonderful people — cruisers and locals alike — during our voyaging. At one point we were adopted by a cruising couple in their 70s — who had been cruising the area for 35 years! They shared their favorite anchorages and introduced us to a couple of wonderful 'resorts' that we otherwise would have

*Whether it's going ashore to explore the rainforests or 'whaling' on the Sound, the San Juan islands are a nature lover's delight.*

certainly missed. We played with the dolphins, orcas, grey, and humpback whales, picked berries with the bears, and never tired of watching the majestic eagles — getting harassed by crows, of all things!

Admittedly there wasn't much wind, so we had to 'stink pot' most of the time. Nonetheless, having successfully navigated all the little islands, fast currents and radical tides, we left the area with a wonderful sense of accomplishment.

We're now in Port Townsend re-rigging, doing some sail repair and getting ready for the trip south. We're hoping to make Mexico later this winter. We'll be stopping in the Bay Area on our way down and, who knows, maybe we'll return to Alaska via Hawaii.

The worst part of the trip? It happened in July when we couldn't find a copy of *Latitude*! In fact, it wasn't until October when we came back to civilization that we got another issue — 'civilization' to our thinking being a place where you can get a *Latitude*. In our view, the only reason for making contact with the 'c' word is to pick up the latest copy. Thanks for all you've done to help us 'just do it'. You do a great job, not only as a sailing rag, but making real





contributions as human beings with heart and conscience.

— ken & jan 11/9/95

Ken & Jan — Thanks for the very kind words. We think we'd do what anyone else would do if they had the opportunity to manage the same 'forum'.

We notice you've got an Classy Classified this month for a washer/dryer combo that is "new, never installed". We've been having discussions about onboard washer/dryers in these pages recently, and are curious why you decided not to install yours.

## Sismo The Quake

Philomena

Los Pelicanos Restaurant  
(Melaque, Jalisco)

On October 9, the San Patricio - Melaque area — as well as surrounding areas — were hit with a quake that registered 8.5 on the Richter scale. Within three to four minutes, we were hit by waves 12 to 16 feet high. Folks who've been to Melaque know that the beach is lined with restaurants. Unfortunately, most of the restaurants were damaged by the waves.

We at the Los Pelicanos Restaurant were lucky, as we were not damaged by the earthquake or the waves. As such, we've

been trying to help out as much as we can.

The surrounding villages and 90% of Jalisco received heavy damage. Homes, belongings — even lives — were lost. Our area is in need of clothing for adults and children as well as canned goods for the poor and homeless. Folks who want to help can bring down and deliver clothes and canned goods to the restaurant and we'll see that they get distributed.

Another big way people can help is by not avoiding this area. You remember how everybody avoided San Francisco after the Loma Prieta earthquake. If the same thing happens here, it will be really hard on the local economy. We're still here, we've stopped rockin' and rollin', and we're in good shape.

Tune in at 0830 daily for our local net.

— phil 11/4/95

Phil — We're delighted to hear that you made it through all right. There's a big group of cruisers headed for Z-town for Christmas. We hope they'll stop and give the local economy a little slap on the butt.

For readers not familiar with Phil, she's one of the best friends cruisers have in Mexico. She's also a character.

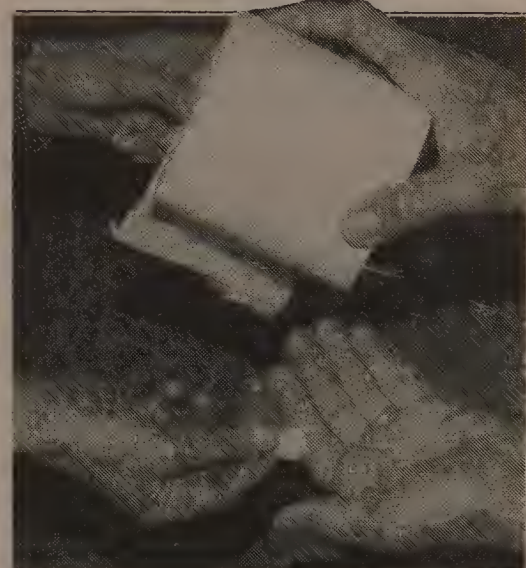
## Running Free — N/A

Gil & Eileen Smith

Bussing Through Baja  
(Southern California)

A couple of months back, C. Turner, a friend of mine, wrote about our hauling *Running Free* out of the water at San Carlos for the summer. If we can drop the 'Dr. Demento' bit, I'd like to tell you about what's since happened — mainly a wild bus trip — in getting the boat ready for another season.

After putting the boat on the hard in San Carlos, my wife Eileen and I drove to the



LATITUDE/KIRSTIN

*When you gotta go, you gotta go — whether or not there's a cover charge.*

East Coast to visit my dad and Eileen's brothers. Then we came back to California, loaded up our van with stores and parts for the boat, and drove to San Carlos. After we loaded up the boat, we gave her a bottom job, launched her, and put her in a slip in the marina at San Carlos. Then we drove back to Long Beach, said 'hi' and then 'bye' to our friends, and put the van in storage.

Our friend Charlie drove us to Mexico, where we walked across the border and caught a first-class (*primera*) bus to San Carlos. Oh, what a trip! The bus had a 12-speed transmission powered by an 800 hp diesel. It featured movies on television screens, a bathroom, air-conditioning, music, and reclining seats. It also featured a broken VCR, a broken air-conditioning thermostat, and — when we got on the bus — a bathroom holding tank that was so full they locked the bathroom door.

Because nobody could use the bathroom, the bus made stops every hour or so. It was then I learned that public restrooms in Mexico have a person who sits at the entrance and charges one peso per person to

*Movers and shakers gather at the Los Pelicanos restaurant, one of few beachfront businesses to survive the October 9 earthquake in Melaque.*





# CHANGES

get in (pay to pee), and who also sells toilet paper (pay to poop).

The bus came with two drivers, which was a first for us. While one drove, the other slept in one of the luggage compartments! Both our drivers, when behind the wheel, obviously had death wishes. It was no big thing for them to pass a semi pulling *two* trailers on a hill or blind curve while doing 80 mph. This even happened if there was a 350-foot cliff where a curb belonged. I would have changed my shorts four or five times, but the bathroom was locked.

Unlike the holding tank, the air conditioner worked really well. It was the first time, for example, we'd ever rode in a bus where you could see your breath. Damn, it was cold! After a while, one of the Mexican passengers yelled at the driver and he turned the air conditioner off. In about 10 minutes the temperature was up to 95°. Damn, it was hot!

After the sun set, hundreds of cockroaches made an appearance. Eileen had her feet up against the window, so she was either trying to squish some of them or trying to knock the window out so they could escape.

Everything stayed pretty calm — I won't mention the rear outside tire that was hanging out in space — until an engine alarm went off at 0400. That got the drivers' attention. They pulled the bus off the road and looked concerned. Then they took turns running to the rear of the bus, lifting up a hatch in the floor, and beating on some part of the huge engine.

That's when I noticed the air gauge indicator for the brakes. It was reading zero! Well, *that* did have an effect on the drivers,

*'La Cucaracha' is a great song; the real thing is slightly less wonderful.*



for when they resumed driving, it was only at 65 mph. Then we ran into some good luck. As we approached San Carlos, it became so foggy that even these grand prix drivers couldn't see and had to slow down.

Boy, were we ever glad to get off that bus! We got to the marina just as the sun came up, 16 long hours out of Tijuana. *Running Free* was still floating, and we've been working hard to get her finished so we can head toward La Paz, pick up some mail, then cross the Sea of Cortez and wait for our friends on *Misty Dawn* to catch up with us.

I'm actually having trouble getting work done on my boat because other cruisers are showing up with problems and hundreds of questions about how to fix things. Wow, is my fridge full of Coronas! I'm going to have to start charging money, because there's no more room for beer. I sure wish I'd bought an R 134 A gauge set and a case of 134 cans, as lots of the newer boats use that refrigerant. I get asked to check them, but without the right equipment I'm helpless.

*Running Free* is now running on solar power, as I put two big solar panels, one on each side, on arms that can articulated in any direction to face the sun. The only problem is the boat now looks like she's got wings.

We plan to work our way to the Ditch and the Caribbean — and at this time there's no end in sight.

— gil 11/5/95

*Gil — Those Mexican buses are really something, aren't they? Can you imagine trying to get a union driver in the United States to sleep in the luggage compartment? Or even drive one of them? Not very likely.*

*As for restroom attendants, they're very common in many parts of the world. This summer we saw them in France, Italy, Spain, Monte Carlo, Greece — and we can't remember where else. Most of the attendants — usually older women — stroll around the inner sanctum itself, mopping up and such while guys are taking care of business. We Americans tend to think our way of doing things is the only way. The more you travel, the more you learn otherwise.*

**Dutch Treat — Beneteau First 405  
Joe & Phily Gluvers  
Doggone It, Pets Are Great  
(Rio Linda)**

Currently on our second cruise, we're sorry to have to disagree with you about taking pets on a cruise. We took Cesar, our cat, along on our first cruise. He was great at



keeping the birds off our boat. On this second cruise we have Dutch, our big dog. We'll admit he's more work.

But because of Dutch, we've gotten to walk beaches we never knew existed. And he did a great job coming down the Pacific side of Baja. We both got sick, but not Dutch. And everybody loves him down here.

We'd like to say 'hi' to all our friends — we love it when we see their photos in *Latitude*. And thanks for keeping us informed on *Ozone* — two scoops.

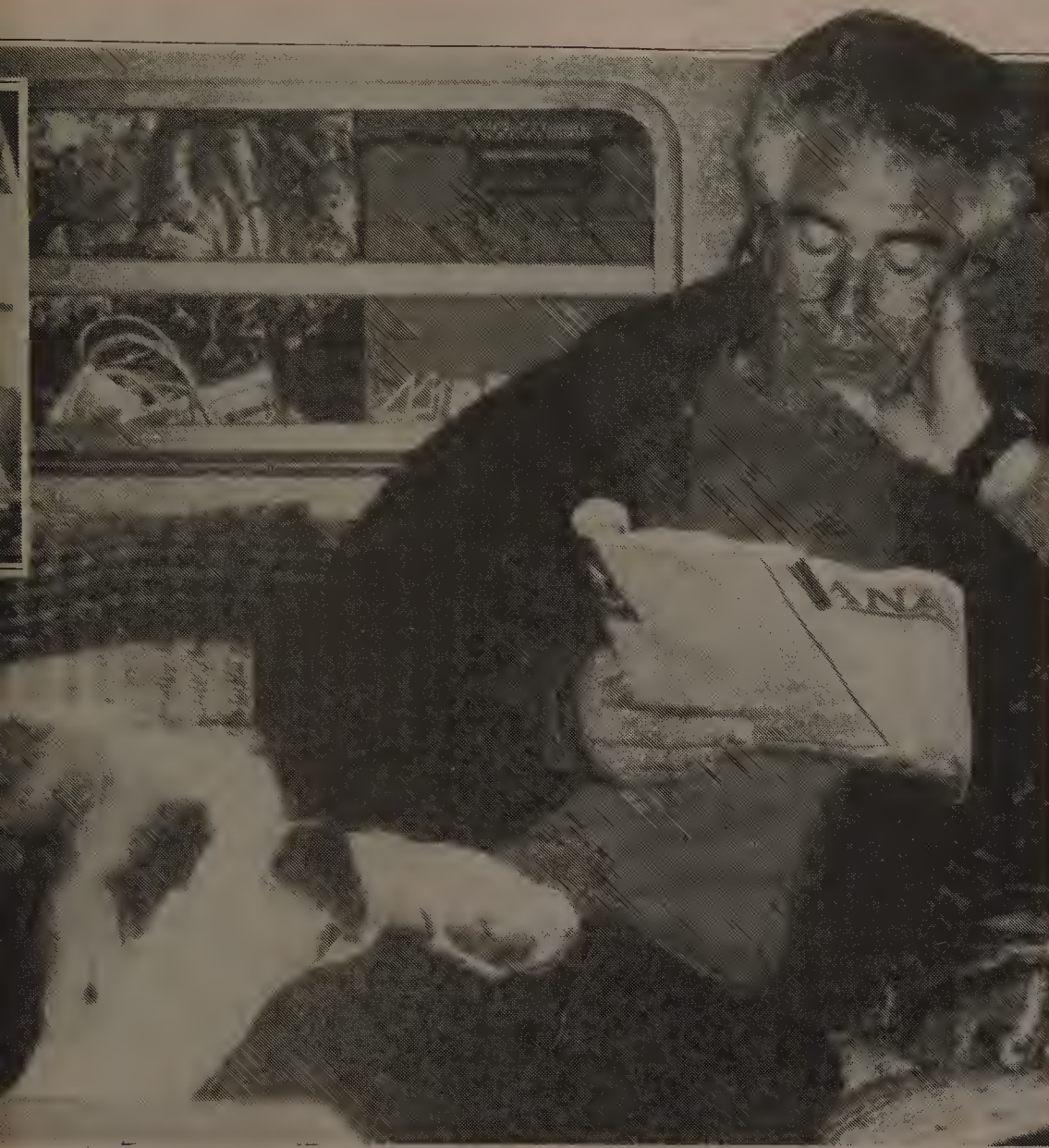
We made *Latitude's* party in '88, as well as Christmas in Cabo and Sea of Cortez Race Week in '89. But in November of that year we returned to Bruno's Island in the Delta. Yes, we wanted more toys and creature comforts — and wanted to change a few things for Dutch, our new travel pet. He loves the boat as much as we do.

Our plans are to stay in the Sea of Cortez for a few years until we've had time to see it all. And we hope to see everybody at Sea of Cortez Race Week which starts April 22.

By the way, we are Dutch. As for Dutch the dog, he believes he's a fun person, not a dog!

— joe & phily 8/15/95





SPREAD AND INSET, COURTESY DUTCH TREAT

*Going Dutch on 'Dutch Treat' means sharing a settee with a St. Bernard. Inset, Dutch has learned to do his business in a bucket.*

*Joe & Phily — Don't be sorry to disagree with us. After all, it's not like our opinions — and that's what we dispense — are infallible or beyond question.*

*We're still not convinced, however, that big dogs — in particular — belong on boats. But given that you obviously love Dutch, he's clearly a lucky pet.*

**Lisa Marie — Passport 51  
Eva Tanner, Crew  
South Pacific  
(Emery Cove Marina)**

For a year or so, I'd been entertaining the thought of sailing to Hawaii, either via the West Marine Pacific Cup in '96 or any other opportunity that might present itself. Little did I know just how soon I would get my chance, as I was invited to sail to Hawaii last July with friends Mark and Kathy aboard their Passport 51 *Lisa Marie*. What a perfect opportunity, as it turned out to be nothing short of cruising in style and comfort.

*Lisa Marie* was fully-equipped and prepared for the 2,200-mile journey. She

had all the usual boat and windspeed instruments, GPS and chartplotter, radar, SSB radio, weatherfax, autopilot, windvane, watermaker, generator, inverter with amp-hour meter, refrigerator & freezer — and a huge inventory of hoses, clamps, shackles, lines and water pumps. In short, all the 'stuff'.

Most folks who sail from San Francisco to Hawaii do it non-stop. Not *Lisa Marie*. Following our July departure from Schoonmaker Marina in Sausalito, we made a little side trip to Duxbury Reef. This enabled us to stock the freezer with four freshly-caught salmon. Needless to say, we dined well on the trip. Bacon & eggs, yoghurt, cereal or fresh fruit were typical for breakfast. A salad, catch of the day, steamed vegetables, and a starch made for nice dinners.

About 10 days into the passage, our supplies of fresh fruit became depleted, and we pulled out the dried fruits and berries. Not only do these taste good, they help with, ahem, 'elimination'. A couple of prunes for the 'inactive' sailor is nothing to be sneered at. Some folks take Metamucil, but I found it was more powerful than really necessary.

I'd been sailing for 14 years, but it wasn't until we actually departed Duxbury Reef on a course of 238° for Hawaii that I came to

the full realization of what I was doing. For in my 14 years of sailing, I'd never once spent a night at sea. I was now facing a bunch of them. And because of a large Pacific High, the trip actually took much longer, 19 days, than we had expected. Here are some of my random thoughts on the voyage:

— One of the nicer aspects of cruising — as opposed to racing — is that you're not in a rush. When night fell, for example, we'd strike some sail, resulting in a more comfortable motion and necessitating fewer people on watch.

— Kathy and I both used seasick pills, ginger, and wristbands in an attempt to ward off *mal de mar*. Despite these efforts, it took both of us four days to get our sea legs. Unlike Kathy, I never 'fed the fish' — but I didn't feel so hot. After four days, however, chores such as cooking, cleaning the diesel, and stripping winches were both fun and interesting.

— It took some getting used to, but eventually I loved throwing the biodegradable garbage 'out of the window'. "Open wide an say 'ah'," I'd tell the great blue Pacific before chucking the garbage over. It always worked. Naturally, we saved the plastic and non-biodegradable trash for proper disposal in Hawaii.

— There were two nights during which I became frightened. The first was when the wind and waves kept building, the sky got blacker, and items rearranged themselves all over the galley. I assumed that we were sailing right into a hurricane, as the last weatherfax — before the machine fell ill — indicated a hurricane was forming 300 miles

*Eva Tanner — taken by the trip.*



COURTESY LISA MARIE



# CHANGES

to the south of us. But Carl, another member of the crew, looked at me as though I were Dorothy from Kansas. He assured me it was not uncommon for the trades to blow so strongly. Once the sails were reduced to the size of diapers, it wasn't so bad.

— I got my second fright one night at the helm when everyone else was down below — and I got tapped on the shoulder! It turned out to be a flying fish.

— I learned that one problem can often lead to another. Because the mainsail had become disabled as a result of a dysfunctional gooseneck, it was sometimes hard to douse the spinnaker in a strong breeze. Once it blew so hard that the only way we could pull it down was with the help of the electric windlass.

— I truly loved the spectacular sunsets and — once I got used to it — the vastness and power of the sea.

— We made contact with family and friends almost daily. It was always a highlight.

— Some nights Kathy and I imagined that we could see Alameda or Marin County. The clouds on the horizon made it easy to 'spin' pictures from our imaginations and past.

— Once we ran into three sleeping whales. Since we were moving so slowly, they probably thought they'd bumped into each other. In any event, none of them took it personally, and just kept on their way. The only other life we saw was aboard two warships and a helicopter. We got the invite to tour one ship in Honolulu.

— Stuff happens on ocean crossings, and our 'stuff' consisted of dirty fuel stopping the engine and generator. We were surprised this happened since the tank had been 'polished' just a year before. But we did our own polishing of the fuel with cheesecloth, and that got the engine going again. With the generator out, however, we were unable to make water and eventually ran the tanks dry.

At dusk on August 2, our 19th day at sea, we made landfall at Hilo. The cruising community welcomed us into Radio Bay. Sea stories and champagne were exchanged while we worked to rid the decks of all the salt and flying bait which had accumulated.

If I were to summarize the trip, I'd say it was like childbirth. The difficult times are now forgotten and only the pleasures are remembered. Yes, I'd do it again — especially since I had to catch a plane home just 12 hours after I arrived!

If I wanted to be more poetic, I'd used the words of John Steinbeck: "A journey is a person in itself. No two are alike and all



plans, safeguards, policies and coercion are fruitless. We find, after years of struggle, that we do not take a trip. A trip takes us."

— eva 9/95

## **Sea Otter — N/A Boyd Peterson Sting Like A Bee (San Francisco)**

*Sea Otter*, with crew Mike and Jennifer Serpan, left San Francisco in October of last year and spent a pleasurable nine months in Mexico and Honduras. Currently, we are anchored in Bahia Culebra, just outside of Playa Del Cocos in Costa Rica. With the exception of one 24-hour period, our stay here has been utter bliss. I'd like to report the details on the 24-hour period that wasn't so blissful.

It began, oddly enough, on the Fourth of July. My cruising compatriots, Mike and Jennifer, had departed that very morning to attend a wedding in the United States, so I was celebrating our country's independence in my own way. I was playing a Guns & Roses compact disc, and yes, it might have been a little loud until the batteries died and the CD player quit. The strange thing was that there was still an audible hum coming from the vicinity of the nav station.

*To bee or not to bee — Boyd Peterson and the dangerous dink. Inset, fire extinguishers have proven an effective weapon against swarms.*

'Could there be a short?' I wondered. As I sauntered forward to investigate, one of my worst nightmares had come to life. Bees. Not dozens or even hundreds of them, but thousands upon thousands. I was wearing only shorts and exposed flesh, and the boat's hatches were wide open. I moved to close the hatches at an incredible speed. I put up the main hatch screen in place, with only two bees having breached the inner sanctum of the boat. However, I could hear behind me the incessant hum of angry *abejas*.

I heard more buzzing behind me, and didn't really want to turn around, but what choice did I have? Bees were falling into the main salon. Not many, only about eight. They were dazed but unmistakably mad. I quickly put the second screen up, even faster than the first, and proceeded to kill the bees that were not already dead. After I put up the V-berth screen in place, the boat was relatively sealed. It was time to collect myself and assess the situation.

I could hear what sounded like popcorn popping at a furious rate. Accompanying the sound was the sight of half bees, quarter bees, and various bee parts sailing backwards. They were swarming into and apparently trying to attack the wind





COURTESY SEA OTTER

generator! It was a veritable bee vivisectionist machine. The gunwales, the cockpit, and most disturbing, the screen over the main salon were being painted with bee amputees.

Bees don't like losing body parts — who does? — and the buddies of those killed and injured became furious. As more bees came to investigate their fallen bee brethren, more bees took the punishing blows of the generator. The bees which landed on the screen took to fighting one another. Two, three and four-bee dog piles formed. There was a frenzy of bee fighting. It looked like a fight in an old western where the bar erupts and everyone just starts punching everyone, regardless of any grievance. Thank God there were no break-away panes of glass on the deck for the bees to throw each other through!

But in this case, the bees were stinging each other instead of punching. As with a horror movie, I didn't want to watch, but was compelled to witness the drama unfolding above me. Two bees would approach each other, and then wrap what legs they had left around the other, butt heads and begin stinging. There were expended bee stingers sticking into the tiny holes of the screen. It was a massacre of their own making.

Besides watching, all I could do was light a 'Raidalito' bug abatement puck. I know

now that this was completely pointless, but at least I was taking some kind of action. Thoughts of other swarm stories filled my head, as I pictured going on deck in foul weather gear, mask and snorkel to fend them off. Right. It was about 95° without rubber clothing, and more to the point, our snorkel gear was buried in a compartment accessible only from the outside.

Just in case some emergency happened and I was forced outside, I got out my rain parka, a pair of long pants, and a sweat shirt. Then, as if by a cruel sign from God, it began to rain. A tumultuous cloud-burst of fire hose strength rain. Water began pouring through the hatches, and the screens didn't do much to stop the flow of water into the cabin.

Luckily, the bees had gotten wise to the wind generator, and were not heading up wind of it. The few that still did got a quick Darwinian lesson in survival of the smartest. In any event, the wind generator acted as a shield for my closing the V-berth hatch. It wasn't a problem, but my heart rate was up around 200 beats per minute. Then I had to flip the dead and dying bees off the outside of the main salon screen. It had turned into a sort of mad bee trampoline, with most of the bees landing on the deck after a few bounces. So far, so good.

Once again, I moved more quickly than I ever had in my life. I had one hand on the screen, and the other on a copy of *The New Yorker* that I was ready to use as a swatter if necessary. But I managed to rip down the screen and close the hatch without any bees getting in.

At this point, I had successfully negotiated my way through this mine field, and it appeared from my vantage point of the only remaining screen that the mass of bees had gone. Certainly it was not the black cloud that greeted me initially. I thought the rain had driven away the swarm, and the last few buzzers could be dealt with. I waited for 30 minutes, then donned my warm weather bee abatement outfit and ventured outside.

Oops! Looking back over the bow from the cockpit, I saw what appeared to be a large deer draped over the boom — except the skin was moving and it had no head. Yup, there they were, about 20,000 bees crawling over the boom, the mast, and each other. The obvious course of action at this point would have been to go back below and wait it out with a good stiff drink, but I had a problem. Our dinghy was tied with a single line off the back of the boat. Because our

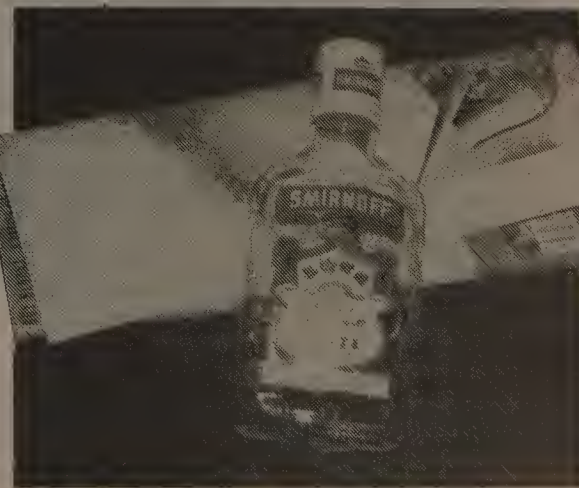
first dinghy had been stolen a few months before in Mexico, I was particularly sensitive to the prospect of having a second dinghy and outboard stolen in the middle of the night. I figured Mike and Jen would have a hard time believing that I didn't lock up the dinghy because I was afraid of a few insects.

So I gritted my teeth, got out the anaphylaxis hypodermic sting kit, and grabbed the key for the lock. I gingerly exited to my fate, tip-toeing out to the rail. I slid off the side of the boat into the dinghy, unable to look at the swarm. I ducked down and brought the dinghy up to the side of the boat and tied off the bow. Then I tied a stern line and looked on the floor of the dinghy for the chain. It wasn't there because earlier in the day I had coiled it up on deck — under the boom at the base of the mast! I couldn't reach it from the dinghy, so I slipped back on the boat and, moving as slowly as humanly possible, moved toward the chain — and the mass of bees.

A few scouts bees eyed me suspiciously as they buzzed about my head, but they did not put out the call for destruction. I was sure they were waiting for me to turn my back. Kneeling down with my head no more than two feet from the edge of the mass of bees, I tenderly gripped the chain, thinking all the while that I could make it into the water with one good spring. Anticlimactically, I made it back into the dinghy to lock it up.

The boys and their queen slumbered above me all night, docile as lambs. Why did they choose our boat? Was it the Guns Roses? If they liked heavy metal, would they have avoided James Taylor? Perhaps the wind generator was to blame. A bee swarm and a wind generator going full blast sound remarkably similar. Maybe they heard it

**Anti-killer bee arsenal includes a rolled up magazine and enough food and drink to hide below and wait them out.**





# CHANGES

kicking up and came looking for a fight — and got one.

After the bees left the next afternoon, I discussed the event with some of the locals. They told me of the extremely violent strain of African bee in Costa Rica that will sting whatever moves — for the sheer pleasure of inflicting pain. Given how 'my' bees behaved, it must have been them. A few days later the *Tico Times*, the English newspaper in Costa Rica, ran a story with the headline, *Bees Claim 18th Victim*. I'm glad I didn't know about their violent tendencies while the boat was their unwilling host.

Aside from the bees, I highly recommend Costa Rica as a sailing destination. It is spectacular. Just bring good screens.

— boyd 9/95

## Cruise Notes:

"Kia Ora from New Zealand," write Sally Andrew and Foster Goodfellow of the formerly Alameda-based Yamaha 33 **Fellowship**. "We're alive and well, and still cruising after all these years. We've just been keeping a low profile. Foster and I flew back

the end of July. Boy, was Auckland cold, wet and miserable!

"We decided not to head offshore this year, so here we are, waiting for summer and enjoying the brief spells of fine weather. Right now we're at the north end of the North Island — where it's just us and the sheep. We plan to head south to Stewart Island after Christmas, then north to Fiji and Vanuatu in April or May. Next cyclone season should see us in Oz, and from then on, who knows, maybe it will be time for 'westward ho' again. Our best to everyone back in the Bay Area."

Mexico first, but after that, who knows? Those are the plans of Tom and Germaine Krase (with Ian, 2) aboard their Wylie 33 **Constellation**. The Krases sold their home, two cars, and put all the rest of their belongings in storage. Formerly the production manager at Sobstad Sails in Richmond, Krase's former position — and isn't this a sign of the times — will be taken over by a laser cutter.

Lowell and Bea North of the Tayana 52 **Wanago** — the subjects of our 'conversation' in the September and October issues, returned to their boat in Dar-Es-Salaam, Tanzania, and during the trip to Durban gave Lowell's new shoulder a real stress test.

'three musketeers' talking stories aboard *Wanago* at the International Jetty last night," writes Bea North. "There was Lowell; Serge Testa of **Encanto**, who holds the world's record for a circumnavigation in the smallest boat; and Anthony Stewart of **Fairest Cape**, who owns records for passages in the smallest open boat! Fueled by South African wine, they really told some stories. Lowell was also flown down to Capetown where he gave a presentation to a packed house at the Royal Cape YC. We leave for Capetown and the 'windy corner' aboard our boat on December 20."

As reported in our coverage of hurricanes *Luis* and *Marilyn*, 1995 has been one of the busiest hurricane seasons in history. And with **Angela** ravaging the Philippines in mid-November, it got even worse. The 14th tropical storm to hit the Philippines this year, she was by far the deadliest. It's believed that 800 people were killed, 635,000 left homeless, and 96,000 homes destroyed.

"Greetings from Australia," write Jim and Sue Corenman of the Schumacher 50 **Heart of Gold**. The longtime contributors to *Latitude* spent a number of years racing in the Bay and to Hawaii and Mexico, but have now been cruising the South Pacific for what must be close to four years. "We arrived in Bundaberg last Friday after a lovely sail from Espirito Santo, Vanuatu, via a couple of reef anchorages. We bought a new Motorola pocket phone and cellular modem to go with it. For approximately \$500 it seems like a neat solution to the problem of accessing e-mail — at least while we're cruising the East Coast of Australia."

"We enjoyed the September *Latitude* interview with Jim and Ann Cate of **Insatiable**. We met them in Fiji last year and really like them. Jim told a chilling story over the morning ham net a few days ago. Enroute to Australia from New Caledonia and about a day out of Coff's Harbor, they met the Queen Mother of all thunderstorms. These things are regular visitors to the Australian East Coast this time of year, but this one was something special."

"Cate says they saw it coming in the late afternoon, both on radar and as a great black wall — complete with the distinctive roll cloud out in front. They got the jib off and two reefs into the main, but wished they had even less sail up. The anemometer went off-scale at 80 knots for about five minutes. Between the rain and the spray it was a total white out. They sailed downwind, seriously overpowered, but hung on until the thunderstorm passed. They report that it seemed like



*Sometimes the 'narrow' entrance to the marina in Lautoka, Fiji, is a good place to scrub your bottom.*

to Canada to visit our two moms, a dad, brother, three sisters, and 11 nieces and nephews — some of whom were brand new and had never been seen. We left at the end of April, spent three months in Eastern Canada, then returned to New Zealand at

It blew 55 knots — enough to blow out the main — but the shoulder passed muster.

"You'd have gotten a kick out of the



# 1995 Baja Ha-Ha Finishers

<u>Yacht</u>	<u>Design</u>	<u>Owners/Crew</u>	<u>Homeport</u>
<i>Alden</i>	41' staysail ketch	David & Peggy Forsyth	Sausalito/Minn.
<i>Amazing Grace</i>	Valiant 40	Al Parker	Saratoga
<i>Angela</i>	Catalina 42	Hai & Angela Crum	Seal Beach
<i>Aurora</i>	Freedom 36+	Roger & Darian Wales	Castro Valley
<i>Barefoot</i>	38' Cross trimaran	Charles & Nancy Fenoglio	Avalon
<i>Black Swan</i>	Swan 44	Darrell & Sandi Frank	Morro Bay
<i>Blarney<sup>3</sup></i>	Morgan 38	Chris & Shella Maher & kids	Alameda
<i>Blue Cloud</i>	Coronado 34	John & Suzanne Dunn	Santa Cruz
<i>Break Away</i>	Valiant 40	Bob & Linda Hoekman	Truckee
<i>Camelot</i>	Liberty 458	Bill Sams & Jan Barnard	Campbell
<i>Chap</i>	S&S 50	Lawrence Gold, M.D.	Vallejo
<i>Crescendo</i>	Ranger 33	Marc Milltenberger	Berkeley
<i>Cruiser</i>	Islander 38	John Johnson & Nancy Jane Canham	El Cajon
<i>Daydreamer</i>	50' FD 12	John & Dianne Olson	Anchorage, AK
<i>Delphis</i>	Pearson 32	Bill & Nancy Vaniotis	Ventura
<i>Different Worlds</i>	Valiant 40	Debbie & Al Farmer	Pt. Richmond
<i>Doodah</i>	Coronado 35	Charlie & Virginia Ross	Bakersfield
<i>Duchess</i>	Royal Passport 47	Don & Liz Coots	Sausalito
<i>Duck Soup</i>	Cal 25	Raymond Jackson	Redding
<i>Grenadier</i>	Irwin 42	Greg Mercer & Barbara Worsley	Vancouver
<i>Gypsy</i>	Harden 45	Kevin & Christi Woodhead	San Diego
<i>Hae Twen</i>	Taswell 43	Chen Liang-Hsia & Peter Smith	Miami
<i>Hotei</i>	Brown 31 Tri	Bob & Vicki Van Horn	Santa Cruz
<i>Indigo</i>	Santana 35	Tim Adams	Park City, UT
<i>Interlude</i>	Tayana 37	Ken & Carol Pierick	N/A
<i>Joe</i>	Hunter 54	Chuck Beazell	San Jose
<i>Kokomo</i>	Kings Legend 41	Jayne & Steve Brodie	Half Moon Bay
<i>Moonshadow</i>	Valiant 40	Ned & Jean Pugh	Washington
<i>Northern Dancer</i>	MacGregor 65	John Scott & Christine Barnes	Novato
<i>Loon</i>	Islander 36	Don Heltt	San Diego
<i>Odyssey</i>	Peterson 44	Steve & Gig Baillinger	Julian
<i>Ogigiona</i>	44' steel schooner	Eric Hansen & Jody LaBissoniere & kids	Freeland, WA
<i>Pacific Eagle</i>	Sea Eagle 31	Dennis & Barbara Johnson	San Diego
<i>Pallo</i>	Morgan 462	Don & Roxanne Black	San Diego
<i>Passages</i>	Mariner Centaur 34	James & Pamela Yares	San Mateo
<i>Phantasie</i>	Island Packet 38	Jim & Nancy Kleinschmidt	San Francisco
<i>Pilgrim</i>	Panda 38	Sue Angus & Steve Whitmore	San Francisco
<i>Randy Tar</i>	Irwin 41	Sherry & Bill Wellman	Oxnard
<i>Route du Vent</i>	Pedrick 43	Seth & Bev Bailey	Alameda
<i>Sea Beast</i>	Cal 34	Tom Lyon & Chris Byles	Shell Beach
<i>Serendipity</i>	Kelly/Peterson 44	Barritt Neal	San Diego
<i>Sidonia</i>	Hans Christian 40	Tim McCormick	Santa Cruz
<i>Sunshine</i>	Chris Craft 35	Dave Martin	Fort Bragg
<i>Sytana</i>	Hunter 37	Voytek & Pauline Dollinski	Lawrence, KS
<i>Tafia</i>	Cal 34	Jim Meeker	Redwood City
<i>Tremaine</i>	Vagabond 38	Bill & Barbara Ward	Sebastopol
<i>Viva</i>	Grand Soleil 39	Stephen & Pam Jost	San Pedro
<i>Vixen</i>	N/A	Scott & June Squires; Lynsey Evans	Sacramento
<i>Windward Luv</i>	Islander 36	Don & Lenna Hossack	Truckee

Vessel'.

When it comes to the number of entries and the distance sailed, the **Baja Ha-Ha** takes a drubbing from the various Trans-Atlantic Rallies. When *Big O* departed Las Palmas, Canary Islands, on November 21 for St. Lucia in the Caribbean — a 2,700-mile passage — it was with approximately 190 other ARC entries. That would be big numbers by itself, but there's more.

A nasty blow from the southeast had the crew of *Big O* putting into Casablanca, Morocco, for a little respite. While there, they discovered a gathering fleet of 100 French boats about to start across the Atlantic on the same day as the ARC! Ultimate destination? Guadeloupe. Fifty of the boats, which included everything from little cruisers to BOC boats and big cats, had come from San Remo, the other half from Brest. The San Remo passage had been nasty for some, as one monohull flipped, killing six. A cat flipped also, but the crew was rescued.

"Rick's is long gone," reports Anet, the *Big O* cook, but Casablanca was really interesting. We're glad we got blown in there."

"I'm writing in response to both Herman Koberle's October letter wondering where we are, and P.J. Panzl's answer to it," advises Bud and Gloria Frazee of **Unity**. "We're in the Bay Area sorting out some family health issues until the end of cyclone season in the South Pacific. We had a great time in Mexico, the Marquesas, Tuamotus, and Societies, and a great time meeting folks. I'll never forget, for example, the first time I met P.J. and Kathy. Kathy was shaving her legs off the stern of **Jolly Mon** in Z-town. What a woman!

"Some of the other great folks we met include Dick and Marsha of **Westwind**, Ted and Stephanie of **Lady Godiva**, Mark and Debbie of **Eagle's Quest**, Jim and Judy of **Mucho Gusto**, and a host of wonderful other folks who enriched our lives and shared experiences with us that we'll never forget. The time, for instance, snorkeling in the warm ocean surge off the backside of Isla Colorado, or the bioluminescence while transiting the Sea of Cortez. I can't begin to describe those things.

"Much of what is written in *Latitude* and other sailing rags is accurate, but we've found that cruising is an individual experience that is slightly different for each person, so there were facts that we thought were not true for everyone. Gloria and I had good times and not so good times, but all in all our cruise has been one of the highlights of our lives. We'll be returning home to *Unity* in April. She's in Raiatea in the care of

it lasted a lifetime, but was actually over in about 10 minutes.

"As it started to clear, they saw a container ship about 1,000 feet away — heading straight for them, but already maneuvering to avoid a collision. Jim and Ann were still in adrenalin overload, and the sight of the ship just about sent them off the scale. They maneuvered a bit, the ship maneuvered a bit, and they were able to pass safely. When the sun went down a few minutes later, it lit up a crimson red 'rainbow' behind them. Quite a story."

"OK. So we are still building the boat. Do you know how much sanding is involved

with a 54-foot boat? To give you a hint, we have 15 different types of sanders!" So write Rich and Sherri Crowe from Newport Beach, where they're still laboring over their new aluminum **Polar Mist**. The original plan was to have the boat in the water by March, but because of the sanding, that's been pushed back to September. "But we should still be in the Antarctic by December." Veteran boatbuilders, the Crowes previously built the Farr 44 **Confetti**, which they sailed around the Horn and up to the Caribbean without any shakedown. They've interspersed boatbuilding with running **Alaskan Eagle**, Orange Coast College's 'Pacific Instructional



# CHANGES IN LATITUDES

Dominique at the Carenage. We can't recommend him and his crew enough. They've helped everybody who has asked, including dispensing advice on the pamplimouse net.

"Gloria and I have an apartment in Livermore and are both working until we return to the boat. We'd be happy to help any future cruisers by answering questions or offering encouragement. It's really worth the effort. We can be reached at (510) 606-7863 or e-mail at fraze@ewi.com.

Which is the best ham net in Mexico? Suzy O'Keefe of the Morgan 38 *Lady Luff* has the following advice: "For new Hams and first time cruisers in Mexico, the Sonrisa Net is the most 'cruiser friendly'. Chit-chat is allowed and the format is flexible. The **Sonrisa** is on 3968 LSB daily at 0715 local time. For early risers, the 'Weather or Not Net' is on 3838 LSB at 0630 local time. It's also easy on the new folks. The 'Chubasco Net' on 7294 LSB has most of the phone



*New Zealand customs inspectors stop another foreign yacht from departing under Section 21.*

patch/two-way people onboard. It's also daily at 0815 local time.

"Folks new to the nets should please listen

to how the nets are conducted and to the protocol that the net control repeats every day when the net formally opens — which is 15 minutes after the times given above. Once you understand the protocol, the only other thing you need to remember is 'if you can't hear, don't talk!' Have fun with it."

By the way, anybody headed to Z-town should contact Suzy. She's passing out the most detailed town map possible.

What's new to **Southern Baja** this year? How about cell phones — how did Cabo ever get along without them — and 727s landing at secret runways to drop off planeloads of coke. As the Ha-Ha was going on, a 727 landed at a secret airstrip near Todos Santos, which is about 40 minutes north of Cabo. As a result, Ha-Ha'ers taking buses back to Tijuana from Cabo were stopped and searched no less than four times. Cell phones and coke, they go together like gin and tonic, Sonny and Cher, Dumb and Dumber.

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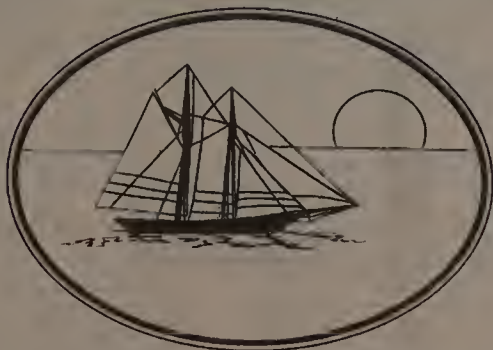
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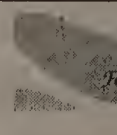


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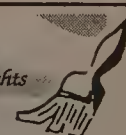


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**CLIPPER MARINE 26, 1972.** Swing keel, tandem trailer with extension and all new brakes/wiring. 150, jib and main all in fair condition. 6 hp o/b long shaft. New keel cable, spreaders, rigging pins and bottom paint. \$3,000 (408) 369-8387.

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**ERICSON 27, 1974.** Two boat owner, must sell, exc. cond., 6 sails, Harken furling, Loran, DS, KM, Autohelm, VHS, Atomic 4, '93 survey, new batteries, rigged for singlehanded. Located at Coyote Pt. \$11,900 obo. Call Mark, H (415) 324-2010 or W (408) 973-7865.

**CONTESSA 26 SLOOP.** Long deep keel, outboard rudder, rigged for singlehanded ocean cruising, 5 hp Petter diesel auxiliary. \$7,500. Call (707) 864-2135.

**BALBOA 27, 1979.** Excellent condition, swing keel, tandem trailer, Yanmar l/b diesel, Autohelm, lots of sails & equipment, bottom paint, VHF, CB, DF, stereo, stove, sink, fold-away table, Porta-Potti, custom cabinets, lots of room, dinghy & much more. \$15,000 obo. (916) 894-2751.

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**CAL 2-27.** Comfortable racer/cruiser in excellent condition. Re-powered w/ 2 cylinder Universal diesel. Full sail inventory with spinnaker. Epoxy bottom, VHF, KM, DS, Loran, gas stove, custom cabinetry. All rigging leads into cockpit. New winches. Just hauled. \$12,900 obo. Call (510) 521-7730.

**CAL 25, 1965.** Great Bay sailer. Main & 2 jibs. New interior varnish & paint. Navy blue topsides, sail covers, nice overall condition. \$2,300 or \$2,800 with 6 hp Evinrude longshaft. (510) 865-0716 or pager (510) 308-9455.

**S2, 26-FT, 1983.** Lake Tahoe boat, excellent condition, original owner. 15 hp OMC Sail Drive, all electronics, 4 sails, new Harken roller furling, new standing rigging, anchor, pressurized water, can be singlehanded. Includes extension tongue trailer. Must sell. \$16,500. (702) 882-3614.

**BALBOA 27, 1979.** Excellent condition, swing keel, VHF, full cover, inboard diesel with low, low hours, dual batteries, BBQ, cushions like new, extras. Stockton berth. \$7,400. (209) 577-8063.

**CAL 2-27, 1975.** Clean & well maintained. New epoxy bottom. New LP topsides, new main, new 120, spinnaker, 4 add'l sails, custom cabintop traveler, CNG stove, Atomic 4 inboard engine, sleeps 4, KM, DS, VHF. \$12,000. (510) 524-2906 or (510) 922-3513, email Reachfar@aol.com.

**CATALINA 27, 1974.** Tall rig, R/F jib, 2 genoas, main led aft, new mainsheet block system, rebuilt o/b, tiller, upgraded interior/galley, enclosed head, new VHF, compass, D/S, new bottom paint 5/95, more. Good condition. \$6,400 obo. Mark (707) 996-1658.

**LANCER 25.** (Shoal draft) w/ trailer, 9.9 o/b, main, jib & 150%, depth & knot, compass, VHF, Loran, solar panel, fresh bottom paint, alcohol stove, head, anchor, chain and nylon rode. Very clean. \$6,500. Call (916) 689-4021.

**SAMURI 28.** San Diego. Cruise ready, Mexico vet. Furuno radar, monitor windvane, Plathe windlass, double bow anchors, Autohelm 2000, SatNav, VHF, depthsounder, Volvo diesel, propane, dodger, boomgallow. Double planked mahogany, Everdur bronze fastened. \$15,000. Call (713) 532-1999.

**ERICSON 27.** Wheel, diesel, autopilot, KM, batt charger, full battened main, 3 jibs, club jib boom, VHF, cushion covers. No blisters! Excellent condition throughout. \$13,900. (707) 745-5751.

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**CATALINA 27, 1982.** Re-rigged, new paint. Roller furl. New engine, dodger, rigged to cockpit. \$9,800. (916) 328-4038.

**CAL 2-27, 1977.** Excellent condition. New bottom paint, KM, DF, sail cover, batteries. Has Faryman diesel, VHF, uninstalled Loran. Good sails. In Oakland. \$11,750. (408) 475-8162.

**MERIT 25.** Excellent condition. Dry sailed. No bottom paint, great smooth gel coat. Nearly new Sobstad Genesis racing sails. Sailcomp, Signet knotmeter, VHF, new 3.5 outboard. Yard trailer. \$7,500 obo. (310) 850-6141.

**CORONADO 25.** Clean, ready to sail. 5 sails & spinnaker and pole, 5 hp Johnson, AC/DC fridge, propane stove, sink, head, 40 gal H2O, Danforth (15 lb). Upwind Berkeley slip, great liveaboard. All lines lead aft. \$3,500 obo. (510) 980-3847.

**CATALINA 25.** Swing keel. Nice fresh water boat, EZ Loader trailer, 4 sails including spinnaker. Pop-Top, lifelines, 7.5 hp Honda. Jib halyard and spinnaker pole lines aft. Stove, sink and head. Swim ladder plus more! \$8,500. Truckee (916) 587-3323 or 587-3315.

**CATALINA 27, 1978.** Excellent condition Atomic 4 inboard engine, autopilot, new 2 reef point main, 3 jibs, new stereo/CD player w/2 inside, 2 outside speakers, new VHF, new battery charger, 2 batteries, shore power, lighted compass, new Harken traveler & mast winches, new halyards and turnbuckles, expandable whisker pole and track. \$9,000 obo. (415) 984-3605 or (415) 925-0492.

**28-FT POCKET CRUISER,** Nichols Buccaneer. Full keel, glass/ply const. Diesel under 300 hrs. Main, 2 jibs, spinnaker, pressure water, knotmeter, depthsounder, Gel Cel, dodger. 2 speed winches, all lines led aft, full cover. Turn key condition. \$6,000. (408) 458-0846.

**CATALINA 25.** Fixed keel, roller furling, 110 & 150 jib, fully battened main, lazy jacks, rigged for single-handing. 10 hp Merc. o/b, VHF, shade canvas. Baja Race Week vet '95. \$6,400. (916) 677-5395.

**SANTANA 25, 1976.** Sloop rig, includes dual axle trailer, three jibs, three spinnakers and main (all North sails). All running rigging, Lewmar winches, sleeps four, head and sink with inboard tanks. Huge lazarette. Needs outboard and misc. \$4,500. Greg (408) 787-5479.

**PEARSON ARIEL, 1964.** Atomic 4 inboard, VHF, Loran, depthfinder, knotlog, full dodger, sails - 110, 150, 170, light genoa and 2 spinnakers. Strong and clean. See at Peninsula Marina R.C. \$4,500. (408) 688-6399.

**ISLANDER 24, MODIFIED TO 27-FT.** Custom pilothouse ketch, cruising veteran, good sails, Mercury 20, VHF, depth, stove, ice box, head, AC/DC wiring, roomy cabin/berth, sailing dinghy, more. Moving, must sell. \$3,900 obo. Call Adam (415) 508-1985.

**COLUMBIA 26 MKII.** Honda o/b with gen & hydr lift. Sleeps 5, dodger, knotmeter, depthsounder, compass, VHF, stove, Porta-Potti, stereo, cockpit cushions. All lines lead aft. Ready to sail away. For extra quick sale \$4,200. (510) 659-1859.

**BUCCANEER 28.** Nichols design. Beautiful sloop, ready to go. Glass over plywood construction. Full boat cover. Atomic four. 7 sails, VHF, knotmeter, depthsounder, stereo. Two batteries. Automatic bilge pump & manual. Anchor & chain & line. \$6,000. (408) 248-SAIL (h) or (415) 933-2603 (w), email: robertn@sgi.com.

**SANTANA 27.** Sleeps 6, galley, 40 hrs on Johnson 15 hp outboard engine, 2 yr old main, new bottom paint 4/95, well maintained. Great Bay or coastal cruiser. MUST SELL! \$5,995. (916) 791-2371.

### VANCOUVER 27, 1978

Stout, ocean-ready, full keel, Harris design, built in UK. Double forward, 6 excellent sails, Harken furling, Sabb diesel, vane, wind gen, windlass, GPS, Autohelm, raft, dinghy. \$25,000. Bill Stewart Yachts, Miami. 305-858-6427. Sailboat specialist since 1975.



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**LOTS OF 22 TO 44-FT SAILBOATS.** Most with outboards, some diesel. Cheap! To reduce inventory. (510) 601-6390 or (510) 464-4617.

**25-FT LANCER.** (Shoal draft) w/ trailer 9.9 o/b, main, jib & 150%, depth & knot, compass, VHF, Loran, solar panel, fresh bottom paint, alcohol stove, head, anchor, chain and nylon rode. Very clean. \$6,500. Call (916) 689-4021.

**DUFOR 25.** Great family Bay boat built to superior European standards, Volvo diesel, nice comfortable cockpit, charming interior. Recently hauled at Anderson's with engine serviced. This is a steal at \$10,600. Call (415) 332-5206.

## 29 TO 31 FEET

**INDEPENDENCE 31, 1978.** Designed by Bruce King, built by Ericson for voyaging. Cutter-rigged with roller furling on both headsails, extended fin keel. She's a sweet sailer. Displacing 11,400 lbs, with rigging to match, 10'5" beam, 23'11" on her waterline, 4'11" draft. She was designed to take two or more people anywhere in the world. Wheel steering. 15 hp Yanmar diesel, 77 operating hours since major overhaul. Boat was hauled last May and is in excellent condition. With her clipper bow, sweet sheer, outboard rudder and teak trim topside, she's as pretty a sea boat as you'll ever see. Accommodations for five in a teak-lined cabin with 6'1" headroom and all necessary amenities will please you and your first mate. \$29,900 firm. (510) 655-3575.

**NEWPORT 30 MK III, 1982.** Loaded & meticulously maintained. Ideal liveaboard. Micro oven, stereo, stove/oven, h/c shower, BBQ, custom cabinets, new dodger & Bimini, new furling main & jib, S/T winches, new lines lead aft, VHF, DS, RDF, low hr. diesel, cockpit cushions & table, w/ anchors/windlass, wheel, etc. Reduced to \$28,000 firm. (510) 655-9469.

**CATALINA 30.** Excellent condition. Over \$20,000 spent last year in upgrades to include: new sails, rebuilt engine & exhaust, winches, rigging & full boat cover. (408) 481-3422.

**ERICSON 30+, 1983.** Excellent condition. Modern interior w/ teak, dodger, Universal diesel, Loran, h/c pressure water, battery charger, depthsounder, bottom paint 6/95. \$28,500. Days (415) 969-9112, ext 2458; eves (415) 365-9353.

**CATALINA 30, 1987.** Sale away. Reduced to \$28,500. (415) 282-1199.

**J-30, 1979.** The best combination club racer and family cruising boat built. 15 hp Yanmar diesel, plenty of sails, Autohelm, all instruments. Includes dink with 5 hp mtr. \$26,500. Mike or Jean (415) 924-7132.

**PEARSON TRITON, 1963.** Original family owner. Much-loved and well-tended. New rigging, VHF. Atomic 4, dual batteries. Recent survey and haulout. Berth rental available at Corinthian YC (must be/become member). Priced to sell \$8,500. (415) 431-6938.

**30-FT, S2 9.2A, 1979.** Excellent shape. Aft cockpit. Good builder reputation. Wheel, depth, speed, 15 hp Yanmar diesel, runs great. Alcohol stove, h/c pressure water. Berthed at South Beach Harbor, S.F. Must sell. Make offer. Can show weekends. (408) 954-7285.

**CAL 30, 1967.** *Buoyant Girl.* Excellent condition. Current improvements include: hull newly painted, automatic bilge pump, 2 dual batteries, battery charger, stereo, rebuilt Atomic 4. Spinnaker, pole, genoa. VHF, sleeps 6, 6' headroom, alcohol storage. No fiberglass blisters — ever! Regularly hauled. Classic full keel sloop. Great Bay & Delta boats. \$10,500. (916) 885-1906 or (916) 663-3801.

**HUNTER 31 SLOOP.** Exceptionally clean, well maintained. Recent survey confirms excellent condition. Very spacious. Great family boat, safe and fast. Yanmar diesel. Depth, log, VHF, stereo, h/c water. Reverse transom. \$26,950 for quick sale! Call (415) 898-5947.

**CATALINA 30, 1982.** Atomic 4. Original owner. Pedestal steering wheel with lighted compass, cockpit cushions, roller furling jib. Dinette interior, two burner stove with oven, dinghy. Tiburon location. \$22,000. (415) 346-6190.

**COLUMBIA 29, 1966.** Beautiful full-keeled sailing sloop. Rebuilt Atomic 4 (80 hours approx). VHF, Autohelm, compass. Hauled 9/94. Jiffy-reef main. All lines lead aft to cockpit. \$8,300 obo. Steve (408) 246-1263.

**J-29, 1983.** Fractional rig, running backstays, new Johnson outboard, marine head, on 3 axle trailer for storage or local transport. Original owner, clean boat. Going cruising — must sell. \$19,500. Call (510) 337-1586 (Alameda). Please leave message.

**ISLANDER 29, 1966.** Jazz Cup winner past three years. Great condition. Speed, depth, VHF, spinnaker, Atomic 4. Great club racer or cruiser. Good rating. Lots of gear & rigging. \$11,500. Call (415) 382-0647.

**IRWIN 30, 1979.** Tiburon berth. Well built, fast and comfortable. Yanmar diesel. Clean bottom. New Hood main. Harken roller furling. Wheel. Lines lead aft, VHF, KM, WD, DS, Loran, stereo. Teak interior. Teak and holly sole. Shower. Gear. \$22,500. (415) 454-4443.

**NEWPORT 30 II, 1975.** *Roquefort*, well maintained Bay, ocean, Delta racer/cruiser. Twice YRA fleet champion, comfortable, roomy family boat. Full sail inventory, spinnakers, Yanmar, Martec, Loran, KM, depthfinder, VHF, LPG oven/stove, '94 survey, new bottom, much more. \$13,500 obo. (415) 461-5837.

**SABRE 30, 1983.** In excellent condition, loaded & ready to sail. 5 North sails, Westerbeke diesel, 6 berths, immaculate teak interior, instrumentation, VHF, 3 Danforths, M.O.B. pole diagonal/light, new Lifesling/jackets plus much more. Reduced to \$39,000 obo. Dave (415) 566-7922.

## 32 TO 35 FEET

**WESTSAIL 32.** If you're looking for a bristol Westsail with beautiful teak and mahogany interior that has been restored from top to bottom, inside and out, with all new equipment, a Perkins 4-107, sails, electronics, etc., please call (619) 426-3312.

**CHALLENGER 32.** Westerbeke 4-107, 4 sails, hard dinghy with Mariner outboard, SatNav, autopilot, VHF, Tiny Tot wood burning stove, propane cook stove. Excellent liveaboard. Will consider trade for real estate. Call for brochure. Call (360) 385-7560.

**ISLANDER 34, 1970.** Full keel, major refit in '93, plus Atomic 4 repower. New thru hulls, fuel tank and lots more. Green LPU hull. Wheel, spinnaker rigged, new upholstery. Surveyed at \$20,000. Will sell for \$15,000 or cash & trade for ?. Pilothouse trawler wanted, any condition. (510) 232-6685.

**32-FT TAHITIANA.** Steel cutter, alum spars, 20 hp Yanmar, 8 sails, 5 sets ground tackle, Loran, DS, SW, VHF, windvane, autopilot, sailing dinghy, documented, many extras, ready for launch. Guaymas, Mexico. \$35,000 obo. (619) 669-2854.

**32-FT GULF PILOTHOUSE SLOOP.** Dual steering, Harken furling, 6 sails, self-tailing winches, Benmar autopilot, RVG windvane, Perkins 4-108, propane stove/oven/heater, hot/cold water, 75 gal water/fuel, 3 anchors, 2 speed windlass, custom interior. \$40,000. (805) 772-9565.

**33-FT INTERNATIONAL ONE DESIGN** by Bjame Aas. Beautiful lines. Mahogany over oak. Spruce mast. Modified for daysailing Yanmar diesel, roller furling jib. All new rigging 1994. Excellent condition, recent haulout. \$16,000. Call Deni (510) 596-9578.

**NIAGRA 35 MK I.** Very well equipped. Recently updated w/ ProFurl, main sail, head & more. Gennaker, 150,130 110, 80 w/ sunshield. Westerbeke 50. Dodger w/ new plastic, Autohelm, etc. Sails great, looks great. Two large cabins sleeps 6 w/ privacy. Great liveaboard. \$65,000. (510) 828-4880.

**PACIFIC SEACRAFT CREALOCK 34, 1992.** Excellent condition, many extras. \$130,000. (310) 530-4580.

**SANTANA 35.** Equipped for cruising or racing. Newly stiffened bottom, cross stringers, reinforced keel bolts, new bottom faired and finished with Awlgrip. New Awlgrip hull. All work done in 1994/1995. Great boatspeed for racing, 2nd in Leukemia Cup Regatta. North Sails inventory, blue interior cushions in teak cabin, Autohelm autopilot, stern ladder, cell phone hookup with Shakespeare antenna, awning, custom race gear, new stove/sinks, many more extras. Very clean and comfortable. Professionally maintained last 5 years. \$95,000 is my total investment. Bought another boat or wouldn't sell this beauty. Price reduced for sacrifice quick sale at \$33,900. Must sell; look at all offers. Richard (415) 348-8527.

**CATALINA 34, 1987.** Special December price so Santa can bring you a terrific present! Roller furling. Beautiful interior, like new. Microwave, stereo, VHF, knot, depth instruments. Very low hour diesel. \$42,000. (916) 427-2732.

**34-FT COLUMBIA MK II SLOOP.** Recent Awlgrip epoxy makes boat look '96. Palmer 4 cyl., 110/12v refrig/freezer. Lots more. Excellent liveaboard. The biggest 34' there is. Absolutely must sell. \$15,950. (510) 679-8449.

**32-FT ARIES.** Traditional blue water cruiser. Many upgrades. On the hard at Nelson's. Passed recent survey (for insurance) with flying colors. Must sell — open to reasonable offers. For fact sheet, call (602) 922-7488 (Arizona).

**HALLBERG RASSY 35, 1960.** Mahogany on oak, new Volvo, new handmade main, wooded recently, new wiring, set up to cruise, AC refrigerator, great liveaboard, diesel heater, lots of storage, great condition, needs little woodworking. \$28,000 obo. (415) 794-9519.

**CONTESSA 32, 1976.** *Running Free.* Cruise ready. New sails in '93. Roller furling headsail. Monitor windvane, Tiller master AP, radar, SatNav, 22# Bruce & 200' chain. Hauled & painted '94. \$30,000 obo. Boat is in La Paz, Baja. Call (415) 359-5974.

**CORONADO 35, 1973.** Center cockpit, diesel engine, dodger, hot/cold pressure water. New refrigeration, new battery charger. Sleeps 6, excellent liveaboard. Many extras, 9.9 hp Honda with like-new 10' Zodiac, sailboard with rack. \$32,500. (415) 365-6513 leave message.

**CAL 35, 1980.** Well equipped in excellent condition, six sails, Barient & Barlow winches, 32 hp diesel, VHF, Loran, RDF, Stereo, knot, log & depth, forced air cabin heater, hot & cold pressurized water, beautiful teak interior. \$49,900. (510) 582-2110.

**32-FT SCHOONER.** Diesel. A classic boat. Must sell. A steal at \$10,000. (415) 668-3358.

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**SCHOCK 35, 1989 RACER / CRUISER.** Perfect bottom! New sails! New cushions! New floorboards! This fast winner professionally maintained in perfect condition! Surveyed 1995 at \$85,000. Priced for fast sale at \$58,000! PHRF 66-75. Great boat! Great buy! (908) 727-8258.

**CAL 35, 1980.** Well equipped in excellent condition, six sails, Barient & Barlow winches, 32 hp diesel, VHF, Loran, RDF, Stereo, knot, log & depth, forced air cabin heater, hot & cold pressurized water, beautiful teak interior. \$49,900. (510) 582-2110.

**ERICSON 32, 1974.** Yanmar diesel, low hours. Wheel steering, roller furling, hot/cold pressure water, refrigerator, microwave, more. Great liveaboard. \$18,900. (510) 832-4656.

**WESTSAIL 32, 1975.** Teak decks, Corian counters, natural gas cooking and water heating, Technautics refrigeration, Volvo MD 3B, main and staysail travelers, autopilot, Sayes windvane, twin backstays, running backstays, custom stainless boomkin. Located Ventura, CA. \$38,500. (805) 646-0369.

**33-FT FREEDOM CAT KETCH.** All instruments, refrigeration, anchor windlass, cabin heater, retractable keel 3' - 7' draft. New main, dodger, sail covers & epoxy bottom. Proven blue water cruiser. Easy to single hand. \$69,000. (916) 652-9407 or (510) 521-1207.

**WESTSAIL 32, 1974.** Perkins 4-107, 700 hrs. New standing/running rig, new Larsen sails, Harken furling head sails, 7 S/T Lewmar winches, exterior/interior excellent, dodger, liveaboard ready, many spares on board for extended cruising. \$55,000. Asking . . . (408) 476-2039 or (408) 458-0193.

**CAL 35, 1981.** Built by Jensen, Universal 32 hp diesel, dodger, roller furling, S/T winches, beautiful roomy interior, propane, pressurized h/c water, refrigeration, GPS, autopilot, VHF, stereo, cruising chute, windlass, much more. Mexico veteran. \$56,500. (619) 222-4917.

**RANGER 33, 1976.** Atomic 4, wheel, VHF, DS, knotmeter/log, WP, WS, autopilot, 3 headsails, 2 burner propane stove w/ oven, refer, Harken roller furling. Benica Marina berth, white w/ blue sheer. \$20,000. (408) 662-8382.

**CAMPER & NICHOLSONS 33.** A cruising boat for any ocean, in excellent condition and well equipped. Asking \$33,000. (408) 476-5952.

**36 TO 39 FEET**

**38-FT F/G SLOOP, 1975.** Liveaboard/cruiser, wheel, DSL, h/c pressurized. Spacious deck, lots of teak and brass, nav tools. Must sell *Synergia*, as we are going cruising and she will not sell hers. \$31,000 obo. (510) 680-4317 for list & photos.

**SANTANA 37.** Great sailing, cruise and/or liveaboard. Well equipped: 8 sails, 9 Barient winches, Loran, EPIRB, CQR, propane, dipping pole . . . much more. Very roomy, 12' beam, over 6'2" head/bunk room, hanging closet, etc. Must see to appreciate. Price reduced to \$34,500. Call Stu (415) 455-8747.

**WESTSAIL 11.8M.** Modern, fast 39' Bob Perry designed sloop. Spacious liveaboard, separate shower, sleeps 6. SSB, VHF, new dodger, Avon/ Evinrude, refrig. 12v & engine driven, propane stove w/ oven, Volvo diesel, self-tailing winches, well maintained. Call for spec sheet or appt. \$115,000. (415) 332-5970.

**39-FT ALLIED MISTRESS** center cockpit ketch. Survey, epoxy bottom, new prop & S/S shaft & bearings 11/95. Westerbeke 40 diesel, 6 sails. Radar, A/P, VHF, stereo, solar & full instrumentation. Hot/cold pressure water, Adler-Barbour refrigeration, 2 heads/shower, new cabin upholstery, sound, comfortable & sea-kindly. Perfect for Mexico or fit for any other passage. \$53,000 obo. (209) 470-9860.

**36-FT LANCER SLOOP, 1979.** Dodger, Bimini, full canvas CP enclosure, AP, Loran, full instrumentation, h/c pressure water, ample gnd tkl & 8' Zodiac w/ 2 hp o/b and more. Spacious and fast. Good condition. Get in and go. \$31,500. S.D. (619) 970-4163.

**NONSUCH 36, 1989.** Push button, sail goes up. Easily single-handed, 50 hp diesel, 49 gal fuel, 112 gal water, microwave, TV, stereo, autopilot, Loran, VHF, two mainsails, dodger, air conditioning, propane heater, cockpit cushions, etc. Document. \$135,000. (916) 268-2404.

**ERICSON 38, 1989.** 3 headsails, cruising spinnaker, Harken roller, autopilot, radar, cold-plate refrig, battery management system, new Gel Cells, dodger, windlass w/ deep anchor well. Asking \$99,000. Evening & weekend (415) 388-2249; days (510) 704-2321.

**36-FT CAL CRUISING, 1969.** Super liveaboard island cruiser, great condition. No blisters, epoxy bottom, three double berths, refrigerator/freezer, doghouse, new interior paint, 50 hp Perkins, Autohelm, hot water. \$40,000. Santa Barbara Slip, 35', Marina 1, prime location. \$10,000. (805) 899-4240.

**ERICSON 39, 1972.** Strong, stiff and fast. Excellent low budget liveaboard or blue water cruiser. 19,000 lb displacement, 9,500 lb ballast. Perkins 4-107 diesel, roller furling. Large, comfortable interior. Don't sacrifice strength for speed. Consider smaller boat in trade. \$39,995. (510) 232-7999.

**HUNTER 37, 1982.** Good dry ocean and Bay boat, Yanmar diesel, sleeps 7. Parkinson's disease forces sale. A lot of boat for the price. Call for complete list. \$41,500. (415) 961-2222.

**38-FT FARALLON CLIPPER.** Stephens cruising/ racing sloop. Current owner has upgraded continually during last 15 years, including electrical wiring, 12v breaker panel, mast, standing rigging, propane stove w/ oven, insulated ice bin, exterior decking, engine mounts (diesel), transmission and electronic instruments. Must be seen to appreciate. Two recent surveys. Job change requires sale. \$25,000. Michael (415) 543-1065.

**CATALINA 38, 1980.** Fast, Sparkman & Stephens design, good condition, clean, double spreader mast stepped to the keel. Diesel, new bottom paint, new shaft, new interior cushions, sleeps 7, stereo, depth, knotmeter, Autohelm, shore power, 3 speed winches. \$40,500. (510) 245-9506.

**ISLANDER 36, 1975.** Perkins diesel, wheel. New: genoa and Harken furling, forestay and upper shrouds, upholstery, bow roller. Excellent ground tackle, mahogany interior, mahogany and maple sole, pressurized h/c water. Beautiful example of Bay favorite. Asking \$40,000. Days (415) 330-5875 or eve (415) 986-8318.

**CATALINA 36, 1985.** Excellent condition. Roller furling, self-tending jib plus 135 genoa, dodger, bimini with full cockpit canvas enclosure. 3 and 2 blade props, Autohelm, Loran. New cushion and top counters. Upgrade 3-battery system. New upgrade electrical wiring. Low engine hours. Blister problems done, new bottom Oct '94. No brokers. \$58,000. W (415) 765-8203 or eve (415) 435-6818.

**FREEPORT 36.** Perry design by Islander, 1982. Cruising dream. 42 hp Pathfinder diesel, roller main and jib, oversize tabernacle mast on windlass, anchor windlass, wheel, step transom, autopilot, radar, fathometer, Loran, VHF, refrigeration, pressure water, hot shower, gas stove, rod racks, bright and roomy teak interior, 6'4" headroom, new upholstery, dry bilge, electric head. First \$59,900 takes her. Let's talk. We would also consider partnership in SF Bay Area. Boat lying Southern California. (415) 598-0721 msg & fax.

**36-FT LANCER, 1981.** Immaculate Bill Lee sloop. 2 quarter berths, h/c pressure water. Stall shower, large salon, dodger, full canvas. Loran, Autohelm, propane stove, refrigerator, inverter, roller furling, cockpit table, cockpit cushions. New bottom 11/95. \$35,000 obo. (209) 462-5186.

**TROPICAL ISLAND ESCAPE I 36'** classic wooden sloop. Fully equipped: six sails, Volvo diesel, three anchors, autopilots, instruments, navigational charts, propane cookstove, new electrics w/ solar charging, pressure H2O . . . Built Nova Scotia 1969, rebuilt 1992. Located Caribbean. \$17,500 obo or trade. (360) 671-8108.

**MORGAN 36, 1984.** A Nelson-Marek thoroughbred designed to deliver superb performance with the comforts of a cruiser. New bottom paint, diesel, wheel, h/c water with shower, eng, stove & oven. May accept small trade \$39,950. Frank Larson (408) 249-5100, ext. 49.

**CAL CORINTHIAN 39, 1979.** Fast, proven cruiser, meticulously maintained. Completely ready to cruise. 12 winches, 8 sails, hydraulics, furling, autopilot, radar, SSB, Loran, GPS, weatherfax, 6 solar panels, electric windlass, liferaft, dinghy, watermaker, refrigeration, Hookah. Located Annapolis. For inventory (410) 626-5858.

**40 TO 50 FEET**

**SWAN 40, 1970.** S&S design. Excellent condition. Recent refit includes Perkins diesel, North sails with Harken roller furling, windlass & ground tackle, bottom paint, Webasto heat. Traditional Nautor Interior with new upholstery. A classic Bay boat lying in Northwest. \$69,000 obo. Call (360) 379-8030.

**MAPLE LEAF 48 CUSTOM SLOOP, 1976.** Magnificent factory finished teak motorsailer. Teak decks, center cockpit with full awnings. The most spacious liveaboard cruiser in her size, plus fast passage maker. Fin keel with rudder skeg. 120 hp Lehman, Wagner autopilot, Raytheon radar, Loran, 3.5 KW auto generator, VHF, elec. windlass. Two elec/propane refrigerators, 4 co. freezer, 400 gal water, 330 gal fuel, diesel heater, washer, dryer. Forward and aft heads have showers, dinghy with outboard. \$185,000, poss. R.E. trade. (408) 286-4000.

**CATALINA 42, 1989.** Three cabin. Roller jib, refrig, radar, etc. \$89,000. Jim (415) 574-3456. No dealers please.

**OWNER'S PLANS HAVE CHANGED.** His loss, your adventure!!! 40' Concept sloop (Swan look-alike), 1984 Gary Mull design. In excellent good condition, owner was preparing to go cruising. Self-furling main and jib, 2 spinnakers (cruising, full), 4 cyl Pathfinder diesel, self-tailing winches, radar, VHF, new SSB/ham, GPS w/ external ant, new inverter, pressurized h/c water, microwave, 2 heads, aft cabin, WP, WS, speeds, depth instruments, 3 anchors with tackle, redone interior w/ 2 covering options, wheel, teak decks. Must see. Will consider trade for some 30-35' 1970s boats. \$90,000. Contact Mel Peterson Real Estate (702) 324-4343 or (702) 853-2941.

**45-FT EXPLORER, 1978** by Bombay Trading sloop, Perkins 4-108, LPG, radar, furling, windlass, new rigging, shoal draft, bank boat, recent haul-out. Berthed at Marina Village at Sail California. \$42,000, some financing available. Call (916) 878-8323.

**AYANA 42, 1988.** Immaculate. Custom liveaboard features. Aft cockpit, fully equipped. Autohelm 6000, wind/depth/speed, Furuno radar, VHF, Loran, refrigeration & freezer (AC & engine driven), electric windlass, diesel heater, ProFurl, teak decks. Call for complete details. Lying San Diego. \$165,000. (805) 568-0514.

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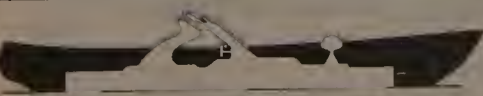
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**CT 41 KETCH.** FG hull, teak house w/ portholes, Perkins diesel, radar, inverter, solar refrigeration, autopilot, windvane, fireplace. Many extras. Beautiful, strong world cruiser at a very low price. Lying San Carlos, Mex. \$49,000. Fax address to D.W. "Content" (916) 283-3928.

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**38-FT HORSTMAN TRIMARAN.** Offshore vet. New mast, 4 cyl. Isuzu diesel, wheelhouse, electric windlass, radar, Givens liferaft, GPS, VHF, solar panels, watermaker, autopilot, recent LP paint, Espar heat, refrigeration, H.O. alternator, spares, much more! Located in Hawaii. \$89,000. (206) 463-1826.

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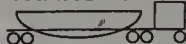
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**8-FT ZODIAC, \$250.** 10' Avon, \$450. Autohelm autopilot for 30' & under, \$225 obo. 4 hp Mercury, \$125 obo. Small sailboat trailer, \$250. 9.9 Chrysler outboard long shaft, \$600. 4 person liferaft, \$800. 36' liveaboard powerboat, \$19,500. Windvane wanted. (510) 601-6390 or 655-0210.

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## CREW

**SKIPPER WANTED:** SWF sailor looking for SWM, 40s-late 30s for Bay cruising and maybe beyond. Lots of interest, but sailing's #1. Genuine friendships/relationships take time. Let's start ours by sharing our love of sailing. P.O. Box 3723, Walnut Creek, CA 94598.

**CIRCUMNAVIGATOR** looking for circumnavigating boat to crew on. Experienced bluewater sailor, 43 year-old male. I will share expenses or form partnership. Sailor, 103 N Hwy 101, Suite 211, Encinitas, CA 92024. (619) 942-2969.

**RETIRED SAILOR** interested in sharing expenses for 30-37' sailboat in exchange for sailing privileges, primarily weekdays. Have chartered through Horizons and Club Nautique. Prefer East Bay locations, non-smoker, call John (408) 268-1527.

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**MASON 50 KETCH LEAVING N.Z.** for Portland early May, via Tonga, Societies, Hawaii. Cool guy and yacht looking for female crew. Experience, education, light heart a plus. Windsurfer, scuba diver, music lover preferred. Bring wit, humor, CDs. Share expenses. (503) 293-5904.

**CREW AVAILABLE** for daysailing and casual racing on and near the Bay. Single mom, sometimes with, sometimes without, four-year-old son. Experience includes 3 seasons of weekly beer-can racing, women's seminars and women's races. Not looking for dates, just sailing - with men, women and families. Based in Mill Valley, but call (707) 778-9231, leave message.

**MALE, AGE 37.** Enthusiastic to crew to Galapagos from either Costa Rica or Panama during months of Jan, Feb or March. Certified watch-keeping mate, and open water diving. Will take on any task, prefer sailing vessel. Dave (604) 943-5392.

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**WOMAN WANTS TO CREW** while in Mexico 12/24 - 1/2. Taryn Eliades, 28. Experienced Bay and ocean sailor. Capable of standing watches, general seamanship. Good sailing companion. Can bring down gringo goodies. Fax (408) 439-0675.

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**FEMALE SKIPPERS NEEDED.** Due to demand, additional USCG licensed female skippers needed to teach all levels of sailing to women, midweek or weekends, with established charter company. Call Atlantis Yacht Charters, *Women on Waves*, Sausalito based. Joanna Rizzuti (415) 499-7707 or Kathy Taylor (415) 765-8694.

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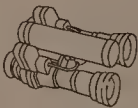
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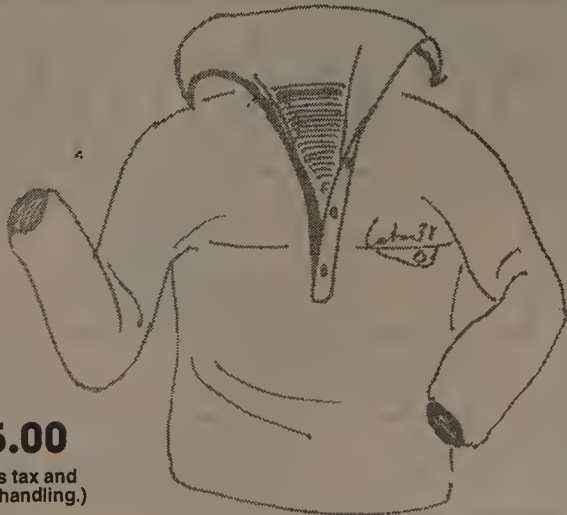
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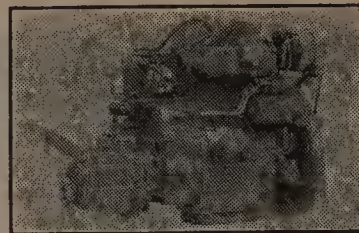


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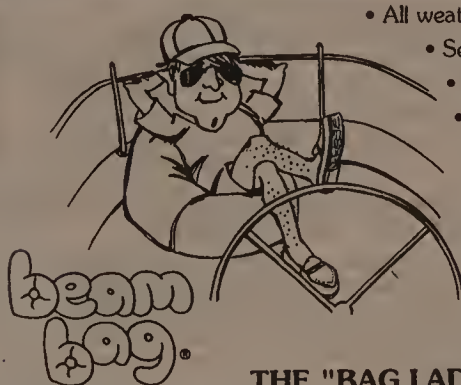
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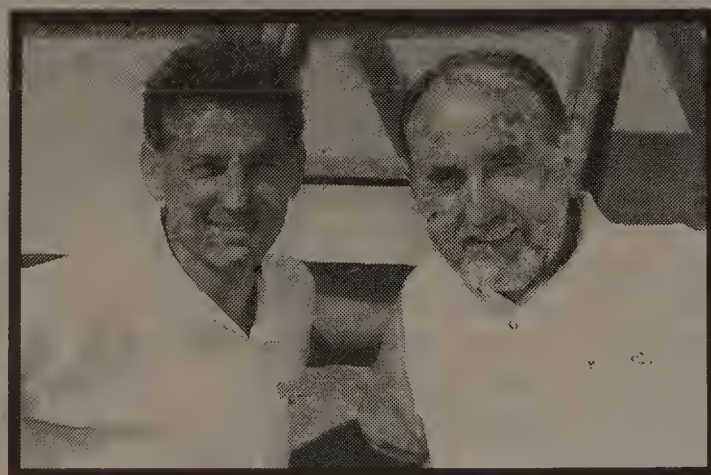
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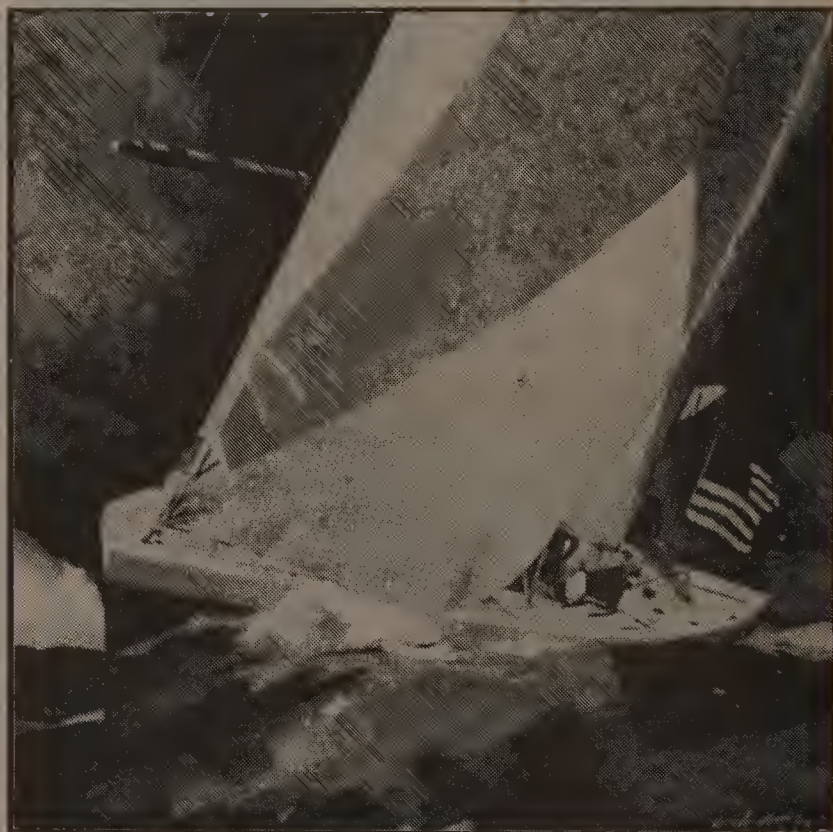
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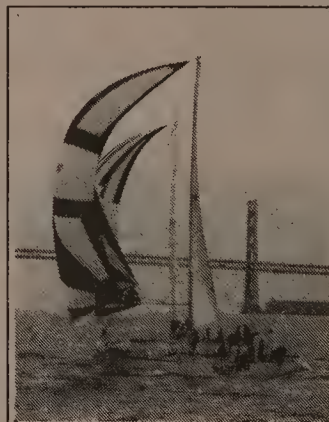
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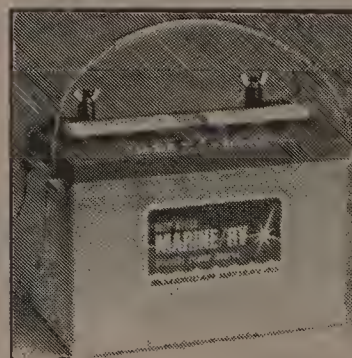


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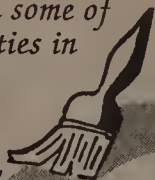
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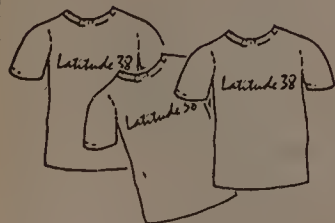
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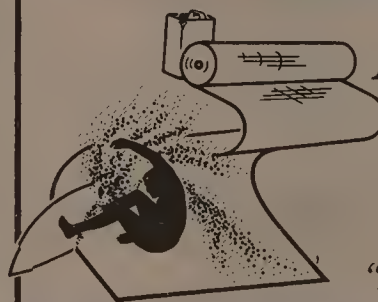
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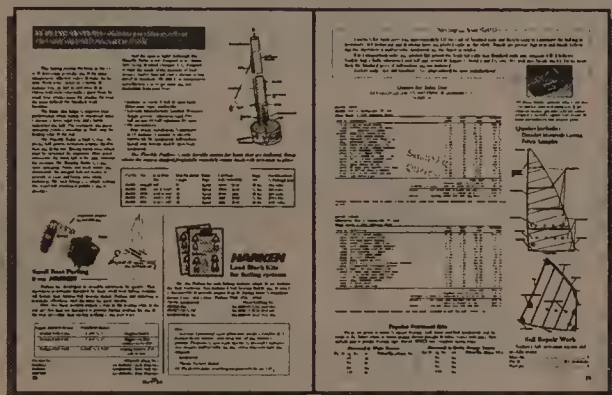
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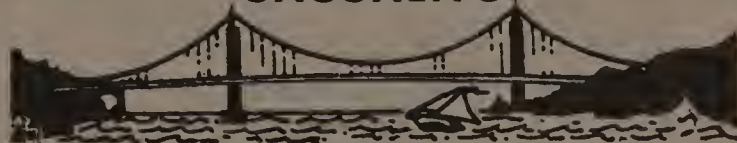
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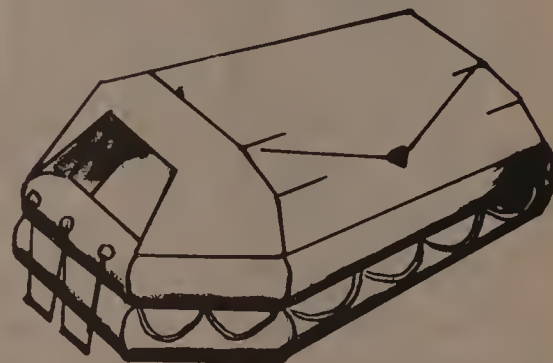
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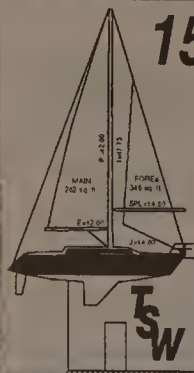


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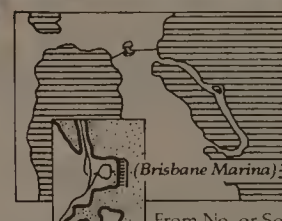


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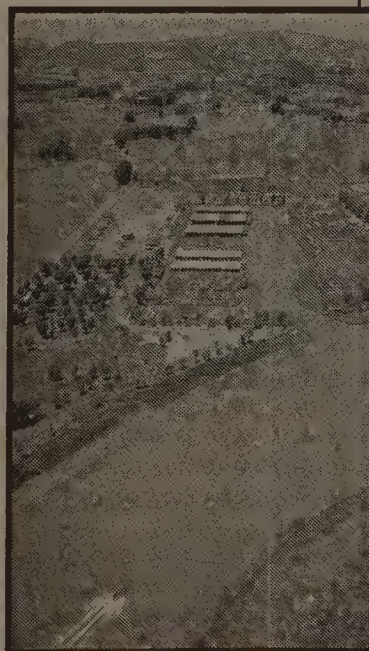
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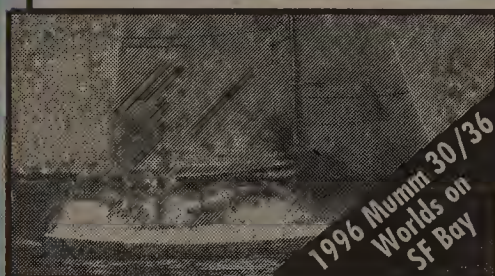
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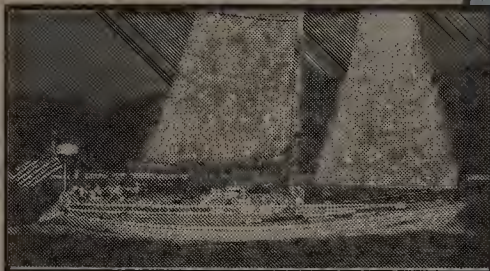
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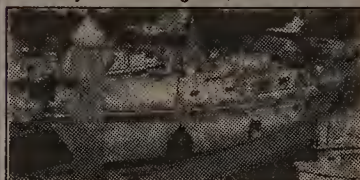
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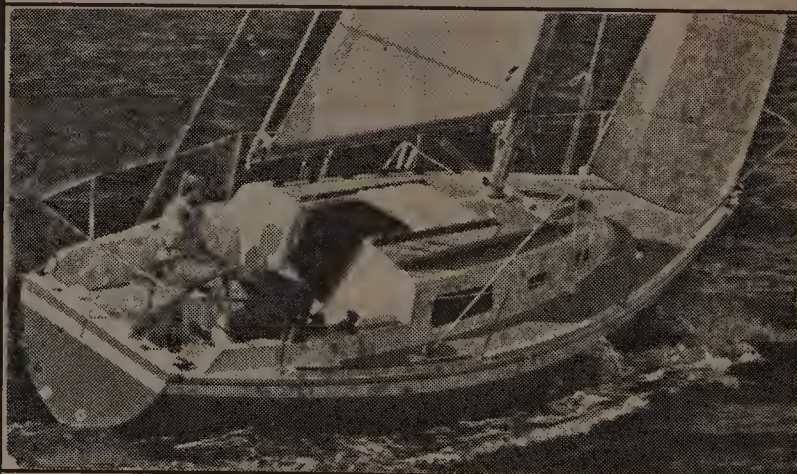
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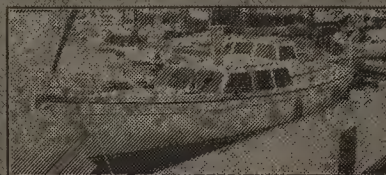
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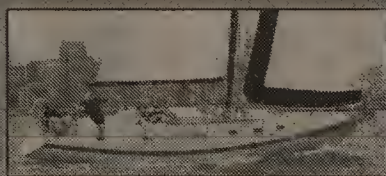
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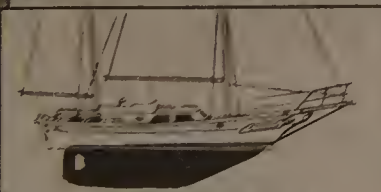
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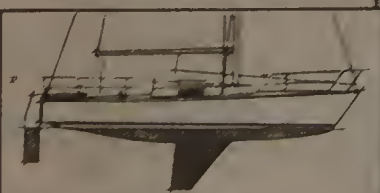
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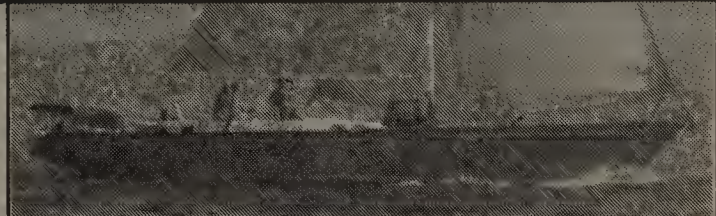




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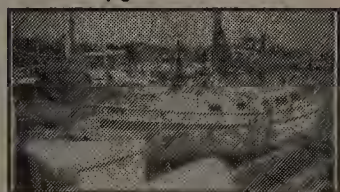
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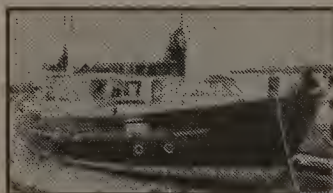
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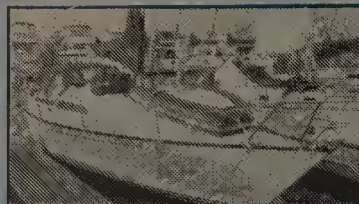


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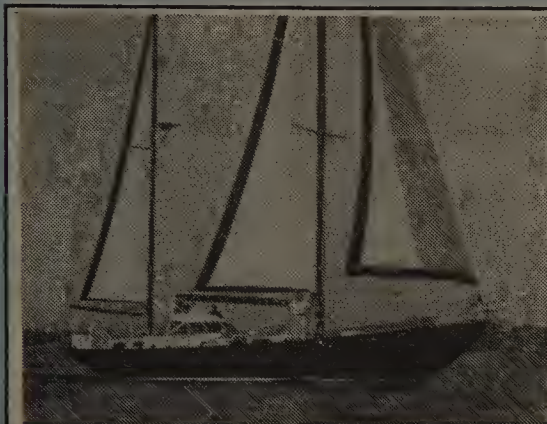
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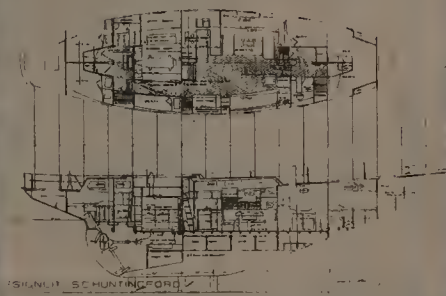


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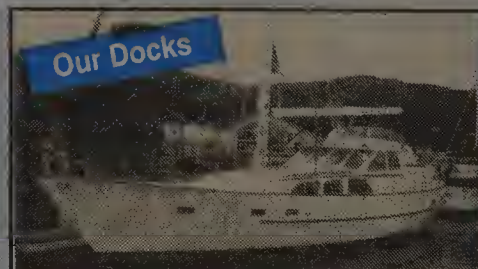
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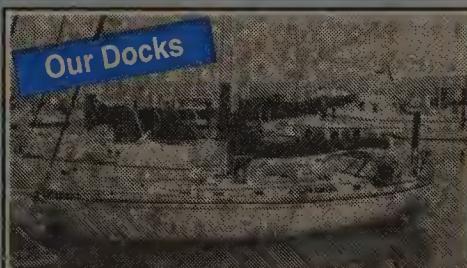
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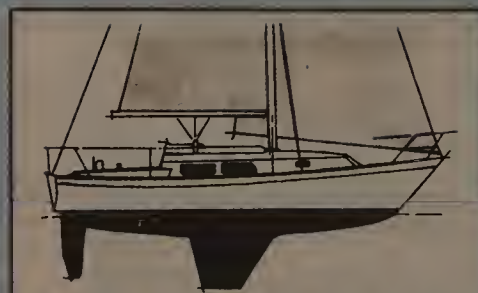
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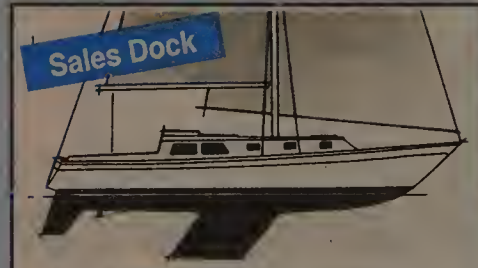
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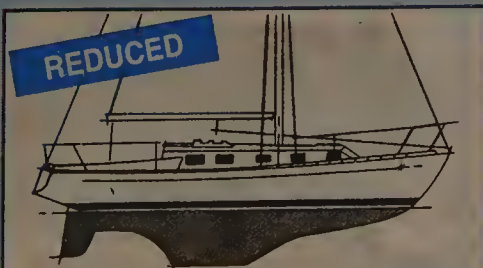
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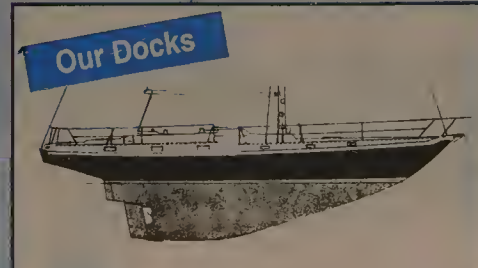


**REDUCED**

**ENDEAVOUR 32.** Very light use & clean '79. Yanmar diesel, 2 couples + 1, shower, AP. Priced below book. Our docks. **\$29,950.**



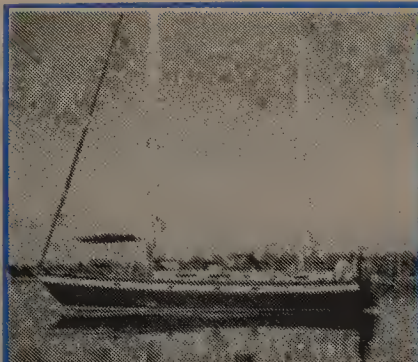
**CT 49 OCEAN CRUISING CUTTER, '86.** 30,000# displ., 2 doubles, windvane, raft, GPS, radar, AP, SSB, inverter, hold tank. **Anxious. \$219,000.**



**Our Docks**

**STARRATT 45.** Fast, full keel, USA. Exceptional offshore layout & equipment. Radar, GPS, watermaker, sleeps 6. **\$79,500.**





54' ROBERTS STEEL KETCH, '83. No compromise 3 stateform cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more. **\$305,000.**

# Anchorage

Brokers &

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Consultants

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We at ABC Yachts would like to thank all of our friends and customers who expressed their condolences on the passing of Mike Kushner. With almost twenty years of his life spent as a yacht broker, Mike would have wanted ABC Yachts to carry on his tradition of service and commitment to Bay Area boaters — and that's exactly what we plan to do.

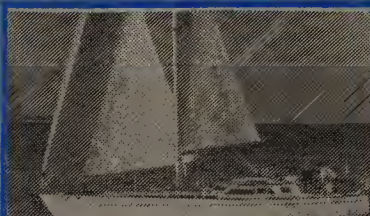
JUNETTE KUSHNER • DAVE MARSHALL • PETER POWELL • PHIL HOWE • CLAY PRESCOTT • DORIAN VAN CLEVE • MICHAEL FAHY



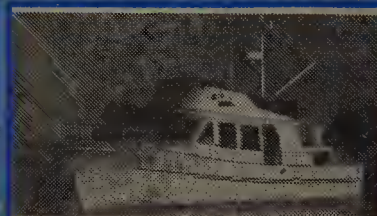
36' ISLANDER. We have four available. If you're buying or selling an Islander, see the experts at ABC Yachts.



44' HARDIN, '78. Watermaker, radar, GPS, AP, SSB, SL electric windlass, 8-man liferaft. **\$130,000.**



39' WESTSAIL 11.8 METER. Bob Perry performance cruiser.



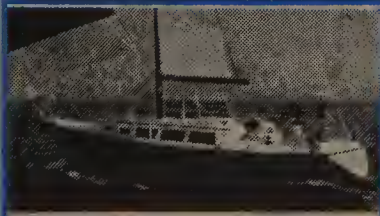
40' HERSHINE, '83. Very well maintained, well found double cabin trawler. 2 heads, full galley, pressure water, excellent liveaboard/cruiser. **\$95,000.**



38' CABO RICO, '79. Traditional full keel world cruiser. Exceptional quality and finish. **\$79,000.**



37' RANGER, '73. Like no other, rich custom interior, a work of art. Better than new. **\$39,500.**



36' S-2 11 METER AFT, '79. Excellent finish above and below decks. Epoxy bottom. Roller furling, ST winches, Volvo dsl engine. **\$48,000.**



49' CT CUTTER, '86. Immaculate & well equipped cruising cutter, with recently installed electronics. Teak decks. Dodger enclosure. **\$219,000.**

## SELECTED CRUISING YACHTS

### SAIL

LODBUILDER	YR	PRICE
54' ROBERTS STEEL	'83	\$305,000
50' FORCE 50	'78	\$117,000
47' GARDEN KETCH	'72	\$67,500
45' COLUMBIA	'73	\$62,000
41' MORGAN	3 from	\$61,500
38' CABO RICO	'79	\$79,000
38' EASTERLY	'78	\$39,000
37' HUNTER	'79	\$45,000
37' HUNTER LEGEND	'88	\$84,500
37' RANGER	'73	\$39,500
36' ISLANDER	'73	\$44,500
36' ISLANDER	'73	\$29,500
35' ERICSON	'72	\$36,900
34' C&C	'82	\$43,500
30' ISLANDER	'72	\$12,000

### POWER

LODBUILDER	YR	PRICE
53' HATTERAS	'79	\$345,000
49' ALBIN TRAWLER	'80	\$145,000
48' CHRIS CRAFT	'85	\$210,000
46' CHRIS CRAFT	'64	\$69,000
44' LUHRS	'70	\$72,500
42' CHRIS CRAFT	'69	\$62,000
42' HATTERAS LR		\$189,000
42' SEA RAY 420	'90	\$199,000
41' PRESIDENT FDMY	'81	\$109,500
40' BEST WAYS FDMY	'84	\$124,000
35' CHEOY LEE TRWLR	'84	\$125,000
34' CALIFORNIAN	'82	\$55,000
34' LUHRS SF	'90	\$78,000
32' UNIFLITE	'79	\$49,500
25' PILOT CRUISER	'72	\$20,000



35' NIAGARA, '81. Very high quality sloop, Westerbeke dsl, roller furling, autopilot, dodger. **\$67,000.**



CATALINA 38, '80. Not your ordinary Catalina, not your usual Catalina 38. Kept pristine. **2 from \$50,000.**



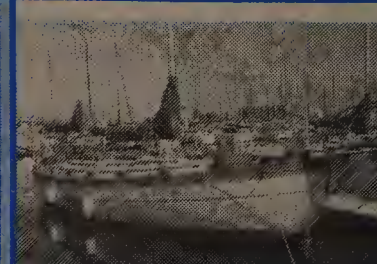
32' WESTSAIL, '76. Solid cutter. Low use engine. Autopilot, extensive ground tackle. Rigging. Mechanically and structurally superior. **Reduced to \$35,000.**



33' GURNEY/HUISMAN, '68. Aluminum hull. Strong, lightweight, fast. Gurney design. Perfect couples bluewater cruiser/racer. **Inquire.**



40' CHEOY LEE MIDSHIPMAN. Roomy center cockpit ketch. Beautiful teak decks and spars. Perkins dsl. **Reduced to \$69,500.**



43' HANS CHRISTIAN, '80. Beautiful example of a full keel. Classic, beautiful woodwork. Perfect for liveaboard. Well maintained!! **\$138,000.** sistership



1 Gate 5 Road  
SAUSALITO, CA 94965





1/4 Mile North  
of S.F.  
Bay Bridge



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## PERFORMANCE BOAT OF THE MONTH

## CRUISING BOAT OF THE MONTH



**FAIR WEATHER MARINER 39.** Performance cruising boat: Fast!



**GULFSTAR 43.** Two boat owner sez sell!



**ISLANDER 36**  
Lots of gear. Diesel.



**CATALINA 34**  
Super clean. Original owner.



**SHOCK 34**  
Rigged for short-handed.



**PETERSON 34**  
7 bags of sails.



**BENETEAU 32 R/C**  
Race ready. New sails.



**O'DAY 30**  
Original owner. Diesel.

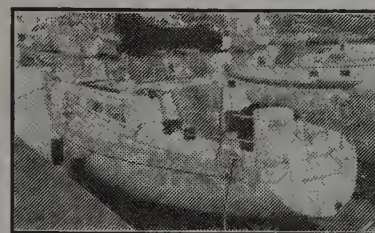
## MAJOR OPPORTUNITY

**LOCATION:** Easy highway & waterway access. Safe, clean, private marina.

**FREE SLIP:** First month free for new listings through Christmas.

**EXPERIENCE:** Strong sales and marketing. Positive, motivated professionals.

## TO SELL YOUR BOAT



**ISLANDER 28**  
New sails. New running rigging.



**HUNTER 28.5**  
Easy! Fast! Fun!

## SELECTED SAIL LISTINGS

49' CT ..... \$219,000  
46' Schooner, '80 ..... \$67,500  
43' Gulfstar, '76 ..... \$79,950  
42' Golden Wave, '82 .. \$119,000  
39' Fairweather Mariner \$129,000  
37' Flying Dutchman, '78 \$48,900  
36' Allied ..... \$49,900  
36' Luder, '69 ..... \$27,500

36' Islander, '75 ..... \$39,500  
36' Pearson, '77 ..... \$52,900  
35' Fast 345, '84 ..... \$36,500  
34' Peterson ..... \$29,500  
33' Lord Nelson (cstm) .. \$49,950  
32' Dreadnought, '80 ..... \$79,000  
32' Beneteau 32 R/C, '84 \$39,900  
30' Pearson, '77 ..... \$14,500

30' Cal 3-30, '74 ..... \$16,500  
30' Ericson 30+, '85 ..... \$29,500  
30' Ericson, '68 ..... \$14,500  
30' O'Day, '78 ..... \$19,950  
30' Tartan, '78 ..... \$16,900  
30' Catalina, '75 ..... \$19,500  
29' Herreshoff ..... \$24,900  
28' Islndr Bahama, '83 .. \$21,900

28' Hunter 28.5, '85 ..... \$24,900  
28' Pearson, '77 ..... \$15,950  
27' Coronado, '72 ..... \$7,995  
25' Catalina, '80 ..... \$9,900  
25' Cal 2-25, '78 ..... \$9,950  
25' Catalina, '80 ..... \$7,995  
25' Hunter, '80 ..... \$8,495

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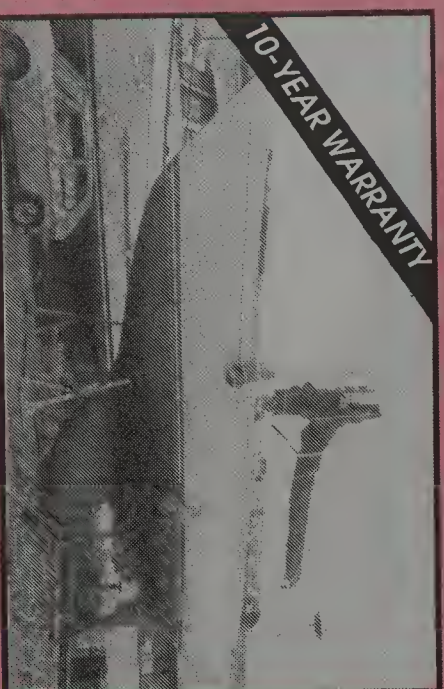
# Nelson's Marine

## Your Blister Repair Center

Every month we have numerous boats in our yard which have come to us for blister jobs - some current, some completed years ago. Nelson's blister jobs come with a ten-year warranty. Winter is a great time to take care of major projects at Nelson's Marine, so that your boat will be ship-shape and ready for spring. Here's a sampling of some of the blister jobs currently in progress.



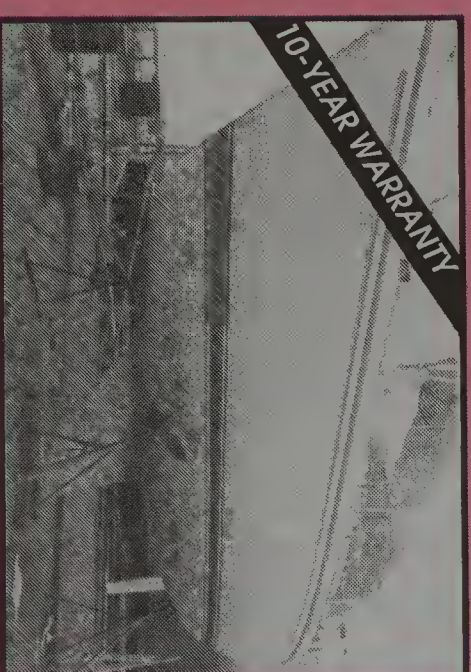
**CHEOY LEE 42** - Work in progress. New epoxy ready for application. Topsides and mast under preparation for painting.



**SWAN 40** - New arrival for complete guaranteed blister job



**CHEOY LEE OFFSHORE 40** - New epoxy bottom now ready for application.



**CATALINA 30** - Just in and work begun on a full blister job.

Reserve space for  
your blister job today!

## AULGRIP

**FULL SERVICE BOATYARD**  
Professionals with Integrity

Blister Repair with Warranty • Prop and Shaft Work • Rigging • LPU Paints  
Haulouts Welding • Store on Premises • Dry Storage Marina • Structural Repair  
Marine Engine Services • Refrigeration • Woodwork • Electrical System Repair  
and Upgrades • R.O. Watermaking • Do-It-Yourselfers Welcome



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